

APPENDIX T

PUBLIC OUTREACH AND AGENCY COORDINATION

This appendix contains the reference to the public outreach and agency coordination programs that the FAA utilized throughout the decision-making process. This appendix consists of the following sections:

- T.1 Introduction
- T.2 Public Outreach
- T.3 Public Comment
- T.4 Public Hearings
- T.5 Agency Coordination
- Attachments T-1 through T-12

T.1 INTRODUCTION

The FAA is committed to public involvement and agency input throughout the EIS process. The FAA *Community Involvement Policy Statement*,¹ dated April 17, 1995, clearly affirms:

The Federal Aviation Administration (FAA) is committed to complete, open, and effective participation in agency actions. The agency regards community involvement as an essential element in the development of programs and decisions that affect the public.

Additionally, Chapter 2, Paragraph 208b. of FAA Order 1050.1E² states:

At the earliest appropriate stage of the action and early in the process of preparing NEPA documentation, the responsible FAA official, or when applicable, the project proponent, must provide pertinent information to the affected community and agencies and consider the affected communities' opinions (40 CFR 1501.2). The extent of early coordination will depend on the complexity, sensitivity, degree of Federal involvement, and anticipated environmental impacts of the proposed action. Comments received during early coordination on environmental impacts of proposed actions shall be considered, as appropriate, in determining whether an EA or EIS is required.

In Chapter 7, paragraph 75 of FAA Order 5050.4A, as a part of public involvement, the lead agency is encouraged to invite Federal or State agencies that have "jurisdiction by law in areas that may be affected by airport development" to serve as cooperating agencies. These agencies

¹ FAA Community Involvement Policy Statement, April 17, 1995.

² FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, June 8, 2004.

may have expertise in a given area, or assure that the proper permits, licenses, or other requirements are met throughout the development of the EIS.³

To meet and exceed this guidance, the FAA developed a multi-faceted public involvement program. The facets of the program included:

- Public and Agency Scoping, detailed in **Appendix S, Scoping Documentation**;
- Agency Coordination including initiatives with Cooperating Agencies;
- Public Outreach Program including an extensive Environmental Justice outreach;
- Utilization of the World Wide Web including the development and implementation of two public websites updated throughout the EIS process: the OMP EIS Website at www.ompeis.net, as well as the O'Hare Modernization Program Document Library file sharing site at: www.agl.faa.gov/OMP/.

T.2 PUBLIC OUTREACH

Given the complexity of the proposed projects, the FAA developed an extensive public involvement program for the EIS. This included several different types of meetings for various topics. Early on in the EIS process, the FAA released its Public Outreach Program for the EIS, and it is included as **Attachment T-1** to this appendix. Each section below describes either a major outreach meeting or initiative.

T.2.1 Mayor's Meeting

In addition to public scoping meetings held on August 21st and 22nd of 2002, an informational meeting was held on August 29, 2002 specifically for the mayors of municipalities surrounding O'Hare. The purpose of this meeting was to give local officials additional opportunities to meet with the FAA and to provide comments or ask questions about the project. **Appendix S** contains material presented at these outreach sessions.

Letters of invitation were sent to ninety (90) mayors in the Chicago metropolitan area. **Attachment T-2** to this appendix contains a sample letter as well as a complete list of individuals invited.

T.2.2 O'Hare Noise Compatibility Commission Briefings

FAA briefings on the development of the EIS for OMP took place at ONCC meetings on February 7, 2003, June 4, 2004, January 25, 2005, and June 3, 2005. Press releases about some of these meetings can be found in **Attachment T-3** of this appendix.

³ FAA Order 5050.4A, Airport Environmental Handbook, October 1985.

T.2.3 Purpose and Need Public Meeting

In March 2003, the FAA conducted a public meeting introducing the preliminary purpose and need statement for the EIS. The session was held at the Sheraton Four Points Hotel in Schiller Park, Illinois on March 29, 2003. The FAA published the *Notice of Intent (NOI) to Provide an O'Hare International Airport Environmental Impact Statement Public Information Meeting in Schiller Park, IL* in the Federal Register on February 14, 2003. The NOI is included as **Attachment T-4** to this appendix. The FAA utilized the public input received to continue to refine the purpose and need statement for the EIS. The material presented at the meeting is included as **Attachment T-5** to this appendix. The Final EIS purpose and need statement is documented in **Chapter 2, Purpose and Need**.

T.2.4 Alternatives Working Session

In October 2003, the FAA conducted a working session with invited members of local government to discuss the alternatives for consideration during the EIS process. The session was held at the Fountain Blue Banquet Hall in Des Plaines, Illinois on October 17, 2003. Facilitators, who were not affiliated with the project, conducted the meeting to ensure that each individual's comments would be heard. Following the meeting, the FAA summarized the events and working product from the meeting in a booklet sent out to the participants. This booklet, along with a list of individuals invited to attend, as well as the presentation materials are included as **Attachment T-6** to this appendix.

The FAA used the input received at the meeting in the subsequent development and refinement to the alternatives considered in the EIS. The alternatives considered are documented in both **Chapter 3, Alternatives**, as well as **Appendix E, Alternatives**.

T.2.5 Environmental Justice Outreach

Environmental Justice (EJ) is one of the impact categories in the development of the EIS that requires an extensive public outreach program. The program involved several small group meetings with the affected public as well as two public meetings. Materials from EJ outreach meetings can be found in **Appendix P, Environmental Justice**.

T.2.6 Early Release of EIS-Related Documentation

In order to inform the public of the development of the EIS, the FAA made public on its website environmental modeling data and other documentation related to the EIS.⁴ A notice was published in the Federal Register, and is included as **Attachment T-7**. This information, which was posted prior to the release of the Draft EIS included, for example: Total Airspace and Airport Modeller (TAAM) simulation experiment results and Surface Transportation modeling results. The over 7.5 million pages were posted prior to the release of the Draft EIS. FAA has continued to post information related to the EIS throughout the NEPA process.

⁴ Federal Register, Vol. 69, No. 188, September 29, 2004.

T.3 PUBLIC COMMENT

Comments from the public regarding proposed development at O'Hare have been received throughout the development of the EIS. The following documents are included as attachments to **Appendix T**:

- **Attachment T-8:** Miscellaneous Public Comment Letters
- **Attachment T-9:** Correspondence from Shaw Pittman, LLP
- **Attachment T-10:** Correspondence from Karaganis, White & Magel, Ltd.
- **Attachment T-11:** Joint Correspondence from Shaw Pittman, LLP and Karaganis, White & Magel, Ltd.
- **Attachment T-12:** Correspondence from Suburban O'Hare Commission (SOC), Alliance of Residents Concerning O'Hare (ARCO) and others

T.4 PUBLIC HEARINGS

On February 22, 23, and 24, 2005, three separate joint public hearings, at three different locations in the vicinity of O'Hare, were hosted by the FAA, USACE, and IEPA. The purpose of these hearings was to solicit comment on the Draft Environmental Impact Statement (DEIS), the City of Chicago Department of Aviation (DOA) Section 404 permit application and pre-discharge notification to USACE, and the DOA's application to IEPA for Section 401 Water Quality Certification. The FAA estimates that approximately 1,500 people attended the hearings distributed as follows: On Tuesday approximately 1,025 people attended, Wednesday 260 people, and Thursday 215 people. Attendance was considered to be very light given the dense population that exists in the communities surrounding O'Hare airport.

Public and private testimony rooms were available. Each room was staffed with 2 court reporters and 2 persons trained in sign language. Spanish/English translators were also provided.

Of the approximately 1,500 attending, 209 individuals provided oral testimony during the three public hearing sessions with approximately a 3 to 1 ratio of those speaking in support of the City's proposal versus those speaking in opposition. Private testimony was given by 184 individuals during the public hearings with approximately a 4 to 1 ratio of those speaking in support of the City's proposal versus those speaking in opposition.

The FAA spent considerable effort and cost to publicize and conduct the public hearings including providing the following extensive exhibit information at each public hearing:

- The FAA had approximately 50 exhibit boards on display at the public hearings. These boards included summary information presented graphically, in tabular form, and text illustrating various aspects of the Draft EIS document.

- The FAA and its contractor had approximately 45 staff-members available onsite to answer any questions from the public. Among the staff available were many of the technical experts that were directly involved with the development and performance of the technical analysis.
- An audio-visual presentation, approximately 10 minutes in length, reviewing the process was continuously playing for the public to view.
- An automated property locator map was available at the public hearings. Interested citizens could provide their address and see where they are located in relation to current and proposed runways and to existing and forecast future noise contours.

Brief segments of Total Airspace & Airport Modeller (TAAM) animations of the three Build alternatives and the No Action alternative were displayed in a continuous loop for the duration of the public hearings.

T.5 AGENCY COORDINATION

The FAA invited the following agencies to serve formally as cooperating agencies: United States Environmental Protection Agency (USEPA), Illinois Environmental Protection Agency (IEPA), United States Army Corps of Engineers (USACE), United States Fish and Wildlife Service (FWS), Illinois Department of Natural Resources (IDNR), Federal Highway Administration (FHWA), and Illinois Department of Transportation (IDOT). All agencies offered cooperating agency status accepted, with the exception of IDOT. In addition to the formal cooperating agency status, FAA conducted numerous meetings with several federal, state and local agencies throughout the EIS process, including Northeastern Illinois Planning Commission (NIPC), United States Department of Agriculture (USDA), Illinois State Toll Highway Authority (ISTHA), Metropolitan Water Reclamation District of Greater Chicago (MWRDGC), and Chicago Area Transportation Study (CATS).

Table T-1 lists the various meetings that occurred along with pertinent details regarding the meetings. The following sections include correspondence between the FAA and the agencies, as well as other applicable documents and agency findings.

**TABLE T-1
AGENCY COORDINATION MEETINGS**

No.	Date	Participants	Location	Purpose
1	October 2, 2002	FAA, USEPA, City of Chicago	Chicago, IL	Air quality impact analysis
2	November 4, 2002	FAA, USEPA, City of Chicago	Chicago, IL	Air quality impact analysis
3	November 7, 2002	FAA, FHWA, IDOT, ISTHA, City of Chicago	Springfield, IL	Surface transportation impact analysis, western access
4	November 7, 2002	FAA, IHPA, City of Chicago	Springfield, IL	Cultural resources impact analysis
5	November 8, 2002	FAA, IDNR, City of Chicago	Springfield, IL	Natural resources impact analysis
6	November 8, 2002	FAA, IEPA, City of Chicago	Springfield, IL	Air quality impact analysis
7	December 18, 2002	FAA, USDA, City of Chicago	FAA - Des Plaines, IL	Wildlife attractant issues, water resource impact analysis, on-airport detention facilities
8	February 28, 2003	FAA, USEPA, City of Chicago	Chicago, IL	Air quality impact analysis
9	April 10, 2003	FAA, IDOT	Des Plaines, IL	Surface transportation impact analysis, western access
10	April 25, 2003	FAA, CATS	Des Plaines, IL	Surface transportation impact analysis
11	January 29, 2004	FAA, USACE	Chicago, IL	Section 404 coordination
12	March 4, 2004	FAA, IDOT	Des Plaines, IL	Surface transportation impact analysis
13	March 5, 2004	FAA, USACE, IEPA	Springfield, IL	Section 404 coordination
14	March 11, 2004	FAA, MWRDGC	Chicago, IL	Stormwater runoff impact analysis
15	March 19, 2004	FAA, USACE	Chicago, IL	Section 404 mitigation concepts
16	March 23, 2004	FAA, ISTHA	Downers Grove, IL	Surface transportation impact analysis
17	April 21, 2004	FAA, DuPage Department of Transportation	Wheaton, IL	Surface transportation impact analysis
18	May 11, 2004	FAA, USEPA, IEPA, City of Chicago	Chicago, IL	Transportation Analysis coordination
19	May 16, 2004	FAA, USEPA, IEPA, City of Chicago	Chicago, IL	HAPS Protocol Discussion
20	May 27, 2004	FAA, USACE, IEPA, USEPA, FWS, FHWA	Chicago, IL	Purpose & Need, Alternatives discussions with Cooperating Agencies
21	June 2, 2004	FAA, City of Chicago	Des Plaines, IL	Potential City of Chicago wetlands mitigation sites
22	June 23, 2004	FAA, IEPA	Springfield, IL	Section 404 coordination
23	September 29, 2004	FAA, IEPA	Springfield, IL	Section 404, 401 and Air Quality coordination
24	October 6, 2004	FAA, USEPA	Des Plaines, IL	Overall impact analysis
25	October 20, 2004	FAA, IEPA, USEPA	Springfield, IL	Wetland and air quality impact analyses
26	October 21, 2004	FAA, IDNR, and City of Chicago	Springfield, IL	Wetland and biotic communities impact analyses
27	October 22, 2004	FAA, USACE, City of Chicago	Chicago, IL	Wetland and Waters of the US impact analyses
28	November 5, 2004	FAA, USEPA, USACE, FWS, IEPA	Des Plaines, IL	Overall impact analysis

Prepared by: Crawford, Murphy and Tilly, Inc. [TPC] 2004.

T.5.1 USEPA

As documented in **Table T-1**, several meetings between the FAA and the USEPA were held throughout the development of the EIS. Topics for these meetings included:

- Potential air quality impacts
- Review and discussion of air quality analyses
- Appropriate Hazardous Air Pollutants (HAPS) protocol
- Review of purpose and need as well as project alternatives
- Potential overall impacts of development at O'Hare
- Review of wetland impact analyses

Further information regarding the date and location of these meetings can be found in **Table T-1**.

The following pages document key correspondence with the USEPA throughout the development of this EIS.



U.S. Department
of Transportation
Federal Aviation
Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

JUL 18 2003

Mr. Kenneth A Westlake
Chief, Environmental Planning and Evaluation Branch
U.S. Environmental Protection Agency
77 West Jackson Boulevard
Chicago, Illinois 60604-3590

Dear Mr. Westlake:

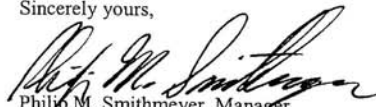
The purpose of this letter is to offer your agency the opportunity to serve as a Cooperating Agency with the Federal Aviation Administration (FAA), within the context of the forthcoming Environmental Impact Statement (EIS) concerning the City of Chicago's concept for expanding and realigning O'Hare International Airport.

As described in the Council on Environmental Quality Regulations (40 CFR 1501.6), it appears that your agency has jurisdiction by law, and/or possesses special expertise, with respect to one or more environmental issues likely to be addressed in the forthcoming EIS as identified above. In providing your agency's decision on Cooperating Agency status, please note that FAA does not anticipate a request for your agency to write, or otherwise produce, any portion of the forthcoming EIS.

Irrespective of your decision regarding Cooperating Agency status, FAA fully intends to arrange for meetings with you, and/or your representative(s), on a recurring basis to discuss matters such as Purpose and Need and Range of Alternatives to be Evaluated in Detail, prior to issuance of the Draft EIS. Subject to your agency's concurrence, FAA also proposes to initiate these pre-Draft EIS meetings as soon as it may be determined mutually convenient to do so.

I hope your response will be forthcoming within thirty days following receipt of this letter. In the meantime, if you have any questions concerning Cooperating Agency status, please contact Mike MacMullen of the Chicago Airports District Office at 847/294-7522.

Sincerely yours,


Philip M. Smithmeyer, Manager
Chicago Airports District Office

cc: Sherry Kamke, Environmental Planning and Evaluation Branch, USEPA



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

OCT 20 2003

REPLY TO THE ATTENTION OF:
R-19J

Mr. Philip M. Smithmeyer
Federal Aviation Administration - Great Lakes Division
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: Cooperating Agency Request Regarding O'Hare Expansion and Realignment

Dear Mr. Smithmeyer:

The U.S. Environmental Protection Agency (U.S. EPA) has received your letter dated July 18, 2003, in which the Federal Aviation Administration (FAA) offered U.S. EPA an opportunity to serve as a Cooperating Agency on the forthcoming Environmental Impact Statement (EIS) for O'Hare. Although your letter indicated that we would not be requested to write or produce any portion of the EIS, we needed additional clarification from your office regarding our role. After several conversations on this topic, we agree to be a Cooperating Agency for the O'Hare Expansion and Realignment EIS. We have summarized our understanding of our role below.

As a cooperating agency, U.S. EPA agrees to provide project-related input on our areas of expertise during the EIS development process. U.S. EPA will not write any portions of the EIS. However, we agree to meet with FAA, review documentation, including preliminary draft and final EISs, and address issues under our Agency's jurisdiction with the expectation that the EIS will accurately reflect our views and concerns. We understand that FAA intends to discuss: 1) purpose and need, and 2) the range of alternatives to be evaluated in detail in the EIS with us. We find these milestones to be critical in understanding the scope of the EIS. We will participate in these discussions, and in others regarding the methods FAA will use to evaluate issues such as noise and air quality.

EPA retains its independent review and comment function under Section 309 of the Clean Air Act. We agree to participate as a Cooperating Agency with the hope that EPA's concerns will be addressed through the project development process to the maximum extent possible. I hope this will minimize the likelihood of any adverse comments at the time of the formal EIS comment period, although EPA must retain the ability to provide adverse comments at any point in the process.

We are committed to working together with FAA on this important project. We value the opportunity to share relevant information with your agency as you develop the EIS. Likewise,

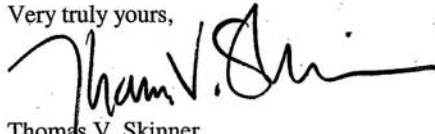
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we value learning about the details of the project well in advance of the formal EIS comment period. I would appreciate any details that you can share regarding major project milestones, review time limits and other expectations that you have of us as a Cooperating Agency.

Thank you for providing us this opportunity. We look forward to our involvement. If you have any questions, please call Sherry Kamke of my staff at 312-353-5794.

Very truly yours,

A handwritten signature in black ink, appearing to read "Thomas V. Skinner". The signature is fluid and cursive, with a long horizontal stroke at the end.

Thomas V. Skinner
Regional Administrator

T.5.2 IEPA

As documented in **Table T-1**, several meetings between the FAA and the IEPA were held throughout the development of the EIS. Topics for these meetings included:

- Potential air quality impacts
- Review and discussion of air quality analyses
- Appropriate Hazardous Air Pollutants (HAPS) protocol
- Review of purpose and need as well as project alternatives
- Potential overall impacts of development at O'Hare
- Review of wetland impact analyses
- Coordination on Section 401 and 404 Permit applications

Further information regarding the date and location of these meetings can be found in **Table T-1**.

The following pages document key correspondence with the IEPA throughout the development of this EIS.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

JUL 18 2003

Renee A. Cipriano, Director
Illinois Environmental Protection Agency
1021 North Grand Avenue, East
Post Office Box 19276
Springfield, Illinois 62794-9276

Dear Ms. Cipriano:

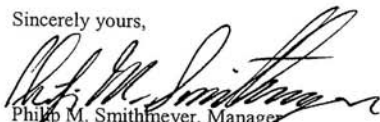
The purpose of this letter is to offer your agency the opportunity to serve as a Cooperating Agency with the Federal Aviation Administration (FAA), within the context of the forthcoming Environmental Impact Statement (EIS) concerning the City of Chicago's concept for expanding and realigning O'Hare International Airport.

As described in the Council on Environmental Quality Regulations (40 CFR 1501.6), it appears that your agency has jurisdiction by law, and/or possesses special expertise, with respect to one or more environmental issues likely to be addressed in the forthcoming EIS as identified above. In providing your agency's decision on Cooperating Agency status, please note that FAA does not anticipate a request for your agency to write, or otherwise produce, any portion of the forthcoming EIS.

Irrespective of your decision regarding Cooperating Agency status, FAA fully intends to arrange for meetings with you, and/or your representative(s), on a recurring basis to discuss matters such as Purpose and Need and Range of Alternatives to be Evaluated in Detail, prior to issuance of the Draft EIS. Subject to your agency's concurrence, FAA also proposes to initiate these pre-Draft EIS meetings as soon as it may be determined mutually convenient to do so.

I hope your response will be forthcoming within thirty days following receipt of this letter. In the meantime, if you have any questions concerning Cooperating Agency status, please contact Mike MacMullen of the Chicago Airports District Office at 847/294-7522.

Sincerely yours,



Philip M. Smithmeyer, Manager
Chicago Airports District Office



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276, 217-782-3397

JAMES R. THOMPSON CENTER, 100 WEST RANDOLPH, SUITE 11-300, CHICAGO, IL 60601, 312-814-6026

ROD R. BLAGOJEVICH, GOVERNOR

RENEE CIPRIANO, DIRECTOR

(217) 782-3397

TDD (217) 782-9143

August 19, 2003

Mr. Philip M. Smithmeyer, Manager
Chicago Airports District Office
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. Smithmeyer:

This is in response to your letter of July 18, 2003, inviting the Illinois Environmental Protection Agency (IEPA) to serve as a Cooperating Agency with the Federal Aviation Administration during the development of the Draft Environmental Impact Statement (EIS) for the O'Hare Modernization Program. The IEPA continues to be very interested in the present and future plans for the development and operation of O'Hare airport. We have been actively involved in the scoping study meetings and development to date of the Draft EIS for the O'Hare Modernization Program. We appreciate the level of cooperation we have received in working with your staff on this and previous O'Hare airport related projects. In order to formally continue this involvement, the IEPA would be willing to serve as a Cooperating Agency in the development of the Draft EIS for the O'Hare Modernization Program.

Although the effects of the construction and operation of the O'Hare Modernization Program will involve IEPA staff from the Bureaus of Land and Water, I have requested that the Bureau of Air coordinate the Agency's review and response to issues related to the development of the Draft EIS. Please contact Mike Rogers at (217) 524-4408 with any questions.

Sincerely,

Renee Cipriano
Director

ROCKFORD - 4302 North Main Street, Rockford, IL 61103 - (815) 987-7760 • DES PLAINES - 9511 W. Harrison St., Des Plaines, IL 60016 - (847) 294-4000
ELGIN - 595 South State, Elgin, IL 60123 - (847) 608-3131 • PEORIA - 5415 N. University St., Peoria, IL 61614 - (309) 693-5463
BUREAU OF LAND - PEORIA - 7620 N. University St., Peoria, IL 61614 - (309) 693-5462 • CHAMPAIGN - 2125 South First Street, Champaign, IL 61820 - (217) 278-5800
SPRINGFIELD - 4500 S. Sixth Street Rd., Springfield, IL 62706 - (217) 786-6892 • COLLINSVILLE - 2009 Mall Street, Collinsville, IL 62234 - (618) 346-5120
MARION - 2309 W. Main St., Suite 116, Marion, IL 62959 - (618) 993-7200

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**Interagency Coordination Agreement
among
U.S. Army Corps of Engineers, Chicago District;
Federal Aviation Administration, Great Lakes Region, Airports Division, and
Illinois Environmental Protection Agency,
For Coordination of the O'Hare Airport Environmental Impact Statement**

This Interagency Coordination Agreement (ICA) is entered into among the U.S. Army Corps of Engineers, Chicago District (hereinafter the "Corps"); the Federal Aviation Administration, Great Lakes Region, Airports Division (hereinafter the "FAA"), and the Illinois Environmental Protection Agency (hereinafter the "IEPA").

1. PURPOSE.

The purpose of this ICA is to establish a framework under which the implementation of the Corps', FAA's, and IEPA's respective responsibilities under the Rivers and Harbors Act, approved March 3, 1899 (33 USC 401, et seq), Sections 401 and 404 of the Clean Water Act (33 USC 1341 et seq), the National Environmental Policy Act of 1969 (i.e., "NEPA") (42 USC 4321, et seq), and the Corps' Regulatory Program (33 CFR 320-331) associated with aviation projects may be coordinated, streamlined, and made more efficient. This project specific ICA will apply to the FAA's NEPA project on behalf of the potential modernization of O'Hare International Airport in Chicago, Illinois. O'Hare International Airport is located within the Chicago District's Regulatory Program jurisdiction. The provisions of this ICA do not replace, but are supplemental to, the Council on Environmental Quality (CEQ) regulations, (40 CFR Parts 1500-1508), FAA's, IEPA's, or the Corps' regulations, orders, and policies.

2. AUTHORITY.

In accordance with the spirit and intent of interagency coordination directed by NEPA and Vision 100-Century of Aviation Reauthorization Act, and consistent with CEQ's implementing regulations for NEPA at 40 CFR 1500 et seq that encourage avoidance of duplicative compliance efforts, the Corps and FAA are authorized to enter into this ICA. The FAA is further authorized to enter into this ICA in accordance with FAA Order 5050.4A, "Airport Environmental Handbook," and FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," as amended. The Corps and the FAA are further authorized to enter into project level coordination agreements based on the November 24, 2003 Memorandum of Understanding Between the Department of the Army and The Federal Aviation Administration for the Coordination of Agency Responsibilities.

3. STATEMENT OF MUTUAL BENEFITS AND INTERESTS.

- A. The Corps regulates certain activities in the nation's waters in accordance with Section 404 of the Clean Water Act, through implementing regulations found at 33 CFR 320, et seq. Further, the Corps balances favorable impacts against possible detrimental impacts in its NEPA analysis when conducting the Public Interest Review, and in its final decision as to issuance or non-issuance of a Section 404 dredge and fill permit.

- B. The IEPA certifies that certain activities under consideration for a Section 404 Clean Water Act permit comply with state water quality standards pursuant to Section 401 of the Clean Water Act. Additionally, as part of the review of the Section 401 water quality certification application, they conduct an anti-degradation assessment of the same activities under 35 Illinois Administrative Code 302.105 of the State of Illinois Water Quality Standards.
- C. The FAA is required, under NEPA, to conduct an Environmental Impact Statement (EIS) for Federal actions with potentially significant environmental impacts. FAA is also required under NEPA to undertake consultation with other Federal agencies, as appropriate.
- D. The FAA, as stated in FAA Order 5050.4A, "Airport Environmental Handbook," and FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," as amended, shall carefully consider and weigh, to the extent feasible, environmental resource functions and values in a timely manner in evaluating proposed Federal actions relating to airport planning and development, utilizing a systematic, interdisciplinary approach and involving local and state officials and individuals having that expertise.
- E. A key FAA objective is to enhance environmental quality and avoid or minimize adverse environmental impacts that might result from a proposed Federal action, in a manner consistent with FAA's principal mission to provide for the safety and efficiency of aircraft operations.
- F. It is in the interest of the Corps, FAA, and IEPA, where independent but overlapping jurisdictional program responsibilities exist, that these responsibilities be addressed and fulfilled within a unified documentation and public involvement decision-making process.

4. CORPS RESPONSIBILITIES

- A. When and as requested by FAA, the Corps will attend and participate in O'Hare Modernization EIS meetings, particularly as related to project purpose and need, project alternatives, environmental consequences (with special reference to wetlands and other Waters of the U.S.), response to comments, and public hearing preparation, to the extent such attendance and participation is warranted, feasible, and appropriate as determined by the Corps.
- B. The Corps will provide timely reviews of all submitted FAA documents and provide written reviews, as determined appropriate, for FAA's O'Hare Modernization NEPA/EIS project.
- C. The Corps will identify, pursue, and, in cooperation with FAA, implement opportunities to integrate its Public Interest Regulatory process with FAA's NEPA/EIS process, with the goal in mind of reaching a decision on the issuance of a Section 404 permit contemporaneously with FAA's decision on the O'Hare Modernization EIS, as contained

in a Record of Decision.

- D. The Corps will, in cooperation with FAA, participate in joint Public Interest Review/Draft EIS Public Hearings and Public Notices, when appropriate, as related to FAA's O'Hare Modernization EIS.

5. FAA RESPONSIBILITIES

- A. On a regular basis, recommended to be monthly, FAA will provide an updated schedule for the O'Hare Modernization EIS, with particular emphasis on project elements involving necessary review and/or participation by the Corps and the IEPA.
- B. The FAA will identify to the Corps and the IEPA particularly complex, controversial, or special interest project components involving Corps' and/or IEPA's regulatory responsibilities on a timely basis. FAA will undertake this in the spirit of cooperation with the Corps and the IEPA.
- C. To the fullest extent deemed practicable by FAA, FAA will seek the Corps' and IEPA's pre-draft EIS comments on Purpose and Need for the Proposed Action, Range and number of Alternatives to be Evaluated in Detail, Identification of a Preferred Alternative, Conceptual Wetlands Compensatory Mitigation Plan, and Logistics for Conducting Public Hearings on the O'Hare Modernization Draft EIS.

6. IEPA RESPONSIBILITIES

- A. When and as requested by FAA, IEPA will attend and participate in O'Hare Modernization EIS meetings, particularly as related to project purpose and need, project alternatives, response to comments, and public hearing preparation, to the extent such attendance and participation is warranted, feasible and appropriate as determined by IEPA.
- B. IEPA will provide timely reviews of all submitted FAA documents and provide written reviews, as determined appropriate, for FAA's O'Hare Modernization EIS project.
- C. IEPA will identify, pursue, and, in cooperation with FAA, implement opportunities to integrate its Water Quality Certification process with FAA's issuance of the O'Hare Modernization EIS Record of Decision.
- D. IEPA will, in cooperation with FAA, participate in joint Water Quality Certification/Draft EIS Public Hearings and Public Notices, when appropriate, as related to FAA's O'Hare Modernization EIS.

7. MUTUAL AGREEMENTS.

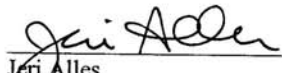
- A. The parties will meet on an as needed basis to review the status of the FAA's O'Hare Modernization EIS, the Corps' Public Interest Review evaluations, and the IEPA's water quality certification and anti-degradation assessment.

- B. The parties will follow a mutually agreeable process for the solicitation of the Corps' and the IEPA's comments on FAA's O'Hare Modernization EIS materials.
- C. The parties will identify specific contact persons for this ICA.
- D. Modifications and changes within the scope of the ICA shall be made by mutual agreement of the parties.
- E. Any party, in writing, may terminate this ICA in whole or in part, at any time prior to the expiration date as set forth below.
- F. This ICA in no way restricts any party from participating in similar activities with other public or private agencies, organizations, or individuals.
- G. This ICA is executed as of the date of the last signature and, unless sooner terminated, is effective through January 31, 2009.
- H. This ICA is neither a fiscal nor a funds obligation document.
- I. The Corps shall maintain its independent review responsibilities in accordance with the Rivers and Harbors Act, approved March 3, 1899, Section 404 of the Clean Water Act, NEPA, the regulations promulgated thereunder, and, where applicable, will retain fully all its rights and responsibilities to approve, disapprove, or enforce all permits and permit conditions required by the O'Hare Modernization project.
- J. The IEPA shall maintain its independent review responsibilities in accordance with Section 401 of the Clean Water and 35 Illinois Administrative Code 395, and, where applicable, will retain fully all its rights and responsibilities to approve, disapprove, or enforce all permits and permit conditions required by the O'Hare Modernization project.
- K. The FAA will retain fully all its rights and responsibilities under NEPA, the FAA Act, and FAA Orders 5050.4A and 1050.1D, as amended.
- L. For the FAA, the principal contact person for this ICA is: Michael W. MacMullen, Airports Environmental Program Manager, CHI-ADO-603.
- M. For the Corps, the principal contact person for this ICA is Mitchell A. Isoe, Chief, Regulatory Branch, Chicago District.
- N. For the IEPA, the principal contact person for this ICA is Bruce Yurdin, Manager, Watershed Management.


8. LIMITATION OF RESPONSIBILITIES

- A. All of the FAA's, the Corps' and the IEPA's responsibilities under this ICA are subject both to the availability of funds appropriated by Congress and to all applicable statutory and regulatory provisions governing each Agency.

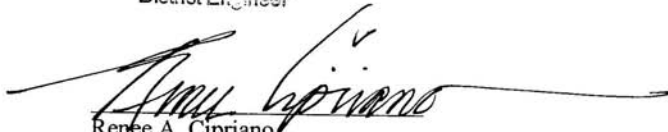
- B. This ICA shall become effective when signed by the District Engineer, Chicago District of the U.S. Army Corps of Engineers, the Airports Division Manager, Great Lakes Region, Federal Aviation Administration, and the Director of the Illinois Environmental Protection Agency, as of the last signature date shown below.


Jeri Alles
Manager, Airports Division
Great Lakes Region
Federal Aviation Administration

MAY 6 2004
Date


Gary E. Johnson
Colonel, U.S. Army
District Engineer

May 10, 2004
Date


Renee A. Cipriano
Director
Illinois Environmental Protection Agency

MAY 17 2004
Date

	INITIAL PLANNING PROCESS	SCOPING	PROJECT PURPOSE & NEED	ALTERNATIVES DEVELOPMENT
F A A	Identify and Prioritize workload	Request Cooperating Agencies Participate in Scoping Meeting Agree on Methodology and Level of Detail Request Comments on Purpose and Need	Review and Comment on Purpose and Need in Conjunction with USACE Early Project Notification Communicate Priorities to Resource Agencies Arrange for Federal and State Interaction as determined appropriate.	Assure that Alternatives Address Project Purpose and Need Assure Reasonableness of Alternatives
U S A C E	Identify and Prioritize workload	Identify Areas of Concern Identify Data Needs Identify Permit Needs, If Possible Identify Cooperating Agency Status Comment on Data Methodology and Level of Detail	Review and Comment on Purpose and Need in Conjunction with FAA	Participate in Developing Alternatives Review and Comment on Full Range of Alternatives, Including Alternatives Screening Process Assure Full Range of Alternatives is Presented and Appropriately Assessed
I E P A	Identify and Prioritize workload	Provide Information Technical Assistance, Minimum Criteria, Env. Concerns, Resources Initiate Regulatory Process, as appropriate following submission of Water Quality Certification application Comment on Data Methodology and Level of Detail	Comment on Purpose and Need in Conjunction with FAA	Review and Comment on Full Range of Alternatives, including Alternatives Screening Process. Assure Full Range of Alternatives is Presented and Appropriately Assessed.

DRAFT AS OF 4/28/2004

F A A	ALTERNATIVES ANALYSIS & SCREENING	DRAFT NEPA DOCUMENT REVIEW	COMMENT RESPONSES & PRE-FINAL PREPARATION
	Address Avoidance of Wetlands and Other Sensitive Areas	Ensure Adequacy of NEPA Document	Ensure Comments are addressed
	Request Alternatives Carried Forward	Circulate NEPA Document	Select Preferred Alternative and Request Comments
U S A C E	Review Alternatives Presented	Review and Comment on NEPA Document, Including 404 Concerns	Post-Comment Coordination Meeting
	Comment on Adequacy of Information and Range of Alternatives	Review Permit Application	404(q) Process Begins if Necessary
		Review Conceptual Mitigation Plan for Selected Alternatives	Confirm Scope of 404 Jurisdiction
I E P A	Review Alternatives Presented	Prepare/Issue 404 Public Notice, Simultaneously with FAA (DEIS) and IEPA (Water Quality Certification)	Review and Comment on Selected Alternative
	Comment on Adequacy of Information and Range of Alternatives	Review and Comment on NEPA Document, 401 and Regulatory Concerns	USACE Review and Coordination of Comments
		Review Water Quality Certification Application	Draft 404(b)(1) Evaluation
		Prepare/Issue Water Quality Certification Public Notice, Simultaneously with FAA (DEIS) and the USACE (Section 404 Permit)	Post Comment Coordination Meeting
			Confirm Scope of 401 Jurisdiction
			Review and Comment on Selected Alternative
			IEPA Review and Coordination of Comments
			Draft 401 Evaluation

* IDNR-Illinois Department of Natural Resources (which includes the former Illinois Department of Conservation)
IEPA-Illinois Environmental Protection Agency

DRAFT AS OF 4/28/2004

	FINAL REVIEW	PROJECT DESIGN	FINAL PERMIT REVIEW	PROJECT IMPLEMENTATION AND MONITORING
F A A	Ensure Adequacy of NEPA Documentation Approve and Circulate FEIS Receive/Consider Comments Approve ROD	Ensure Design Addresses All Comments	N.A.	Permit Compliance ROD Compliance
U S A C E	Review/Comment on FEIS Verify Concerns Have Been Addressed Ensure Consistency of 404 Permit Materials with FEIS. Prepare to Issue/Deny 404 Permit as Appropriate.	Review/Documentation Prepared to Date	Prepare Decision-Making Documents Issue or Deny Permit Announce Decision (Notice of Intent to Issue) Complete 404(q) Process, if Appropriate	P E R M I T D E C I S I O N Ensure Compliance with Permit Conditions Ensure Compliance with Mitigation Commitments
I E P A	Review/Comment on FEIS Verify Concerns Have Been Addressed Ensure Consistency of 401 Water Quality Certification Materials with FEIS Prepare to Issue/Deny Water Quality Certification as Appropriate	Review Documentation Prepared to Date	Complete State Regulatory Review Issue or Deny Section 401 Water Quality Certification	Ensure Compliance with Water Quality Certification Conditions, as Appropriate

* IDNR-Illinois Department of Natural Resources (which includes the former Illinois Department of Conservation)
IEPA-Illinois Environmental Protection Agency

T.5.3 USACE

As documented in **Table T-1**, several meetings between the FAA and the USACE were held throughout the development of the EIS. Topics for these meetings included:

- Review of purpose and need as well as project alternatives
- Potential overall impacts of development at O'Hare
- Review of overall wetland and Waters of the U. S. (WUS) impact analyses
- Coordination on Section 404 Permit application
- Discussion of mitigation concepts associated with obtaining a Section 404 permit

Further information regarding the date and location of these meetings can be found in **Table T-1**.

Extensive coordination with the USACE was required for handling wetland mitigation. A major endeavor associated with the wetlands mitigation aspect of the EIS was filing the application for the Section 404 Permit. This is a permit required by the Clean Water Act⁵ when any development project may cause dredged or fill materials to enter any WUS, including wetlands. Some of the steps in applying for the Section 404 Permit include:

- Completion of a Joint Application Form (NCR Form 426);
- Submission of this form and supporting documentation to USACE, IEPA, and IDNR-OWR;
- Listing of complete contact information for the applicant/landowner, and a statement from the applicant/landowner that a USACE Representative can enter the site;
- Submission of a project description, watershed delineation for the project area, statement of purpose and need, intended uses, and description of any activities related to the project that will be undertaken;
- Scheduling the activity;
- Gathering names and addresses of adjacent or affected property owners;
- Developing a list of further authorizations required by other Federal, State, or local agencies;
- Description of the jurisdiction and known uses of any waters affected by the project;
- Proof that FWS was contacted about the presence of any threatened or endangered species on or near the project site;
- Evaluation of alternatives and a demonstration of an effort to avoid or minimize impacts;

⁵ Clean Water Act Amendments (33 U.S.C. 1251 et seq.) of 1977, further amended in 1987.

- Indication of the type and source of fill material; description of type and quantity that will be dredged; details on the disposal/fill site and methods of transportation to/from this site;
- Completion of soil erosion and sediment control plans.

The following pages document key correspondence with the USACE throughout the development of this EIS.



DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

FEB 18 2000

REPLY TO
ATTENTION OF:

Construction-Operations Division
Regulatory Branch
200000231

SUBJECT: Request for Delineation Confirmation on Revised Wetland
Delineation for O'Hare International Airport Located in Chicago,
Cook County, Illinois.

City of Chicago Department of Aviation
Attn: James Considine
P.O. Box 66142
Chicago 60666

Dear Mr. Considine:

This is in response to your request that the Corps of
Engineers confirm the revised wetland delineation for O'Hare
International Airport.

A representative of this office and representatives of the
Department of Aviation inspected the site on December 13, 1999.
The revised wetland delineation had "removed" wetlands which had
been previously confirmed by Mark Matusiak of this office, and
the report had added additional areas where jurisdiction remained
in question. Our December 13th site inspection of the additional
areas has determined the following:

a) areas SE3 and NE11 were once part of larger wetland
systems and have been determined by this office to be
jurisdictional.

b) the two locations encompassing area SW85 have been
determined to be jurisdictional wetland because they are isolated
depressions not directly related to the road and drainage ditch
system.

c) areas SE 4 and SE 80 are not jurisdictional wetlands
because they have been determined to be part of a road and
drainage ditch system.

d) all remaining areas designated as wetlands and waters
of the U.S. disclosed in the "Draft, Delineation of Wetland and
Floodplain Areas" wetland delineation, dated November 1999, and
prepared by Harza Engineering, have been confirmed by this office
to be jurisdictional.

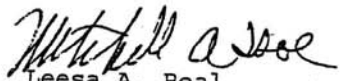
- 2 -

A copy of the final wetland delineation report referencing all Corps approved revisions as well as all Corps previously approved jurisdictional areas shall be submitted to this office so that we may keep your file updated.

Pursuant to Section 404 of the Clean Water Act, the Corps of Engineers regulates the discharge of dredged or fill material into waters of the United States, including wetlands. A Department of the Army permit would be required for any work that would impact jurisdictional areas. To initiate the permit process, please submit a joint permit application form along with detailed plans of your proposed work. Information concerning our program, including the application form and an application checklist, can be found at and downloaded from our website at www.lrc.usace.army.mil/co-r.

If you have any questions, please contact Ms. Kathy G. Chernich of my staff by telephone at (312) 353-6428, extension 4039.

Sincerely,


Leesa A. Beal
Chief, Permit Section
Regulatory Branch
MITCHELL A. ISOE
Chief, Regulatory Branch

Copy Furnished:

Harza Engineering (Chitty)

REPLY TO
ATTENTION OF:DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7208

OCT 06 2001

Construction-Operations Division
Regulatory Branch
200000231SUBJECT: Request for Jurisdictional Determination on Wetlands
and Waters of the United States at O'Hare International Airport
Located in Chicago, Cook County, Illinois.City of Chicago Department of Aviation
Attn: James Considine
P.O. Box 66142
Chicago 60666

Dear Mr. Considine:

This is in response to your December 22, 1999 request that the U.S. Army Corps of Engineers complete a jurisdictional determination for the above-referenced site. The subject project has been assigned number 200000231. Please reference this number in all future correspondence concerning this project.

Following a review of the U.S. Fish and Wildlife Service National Wetland Inventory, U.S. Geological Survey Hydrologic Atlas, U.S.D.A Natural Resources Conservation Service Soil Survey for Cook County, your wetland delineation report dated November 1999 for the subject site, prepared by Harza Engineering, and a site visit conducted by Kathy Chernich of my staff on July 26, 2001, this office has determined that the subject property contains "waters of the United States" due to the following:

The following list of delineated wetlands have been determined to be jurisdictional:

- a. NE1, NE5, NE6, NE8, NE9, NE10, NE14, NE15, NE19, NE40, NE41, NE52, NE53, NE55, NE58;
- b. NW26, NW28, NW29, NW37a (waters of the United States and adjacent wetland), NW37b, NW50;
- c. SE63, SE64, and SE65; and
- d. SW2, SW5, SW24, SW25, SW83, SW96, SW96A, SW106, SW120, SW121, SW130, SW137, SW107b.

Enclosed, please find the basis for the Corps' jurisdiction for the subject property.

This determination covers only O'Hare International Airport property as depicted in the "November 1999, "Delineation of Wetland and Floodplain Areas", prepared by Harza Engineering. This determination is valid for 5 years from the date of this letter.

This letter is considered an approved jurisdictional determination for your subject site. If you object to this determination, you may appeal, according to 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and a Request for Appeal (RFA) form. If you request to appeal the above determination, you must submit a completed RFA form within 60 days of the date on this letter to the Great Lakes/Ohio River Division Office at the following address:


Ms. Suzanne Chubb, Division Review Officer
Great Lakes and Ohio River Division
CELRD-CM-O
550 Main Street
Cincinnati, OH 45201-1159
Phone: 513-684-7261

If you concur with the determination in this letter, submittal of the RFA form to the Division office is not necessary.

Pursuant to Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers regulates the discharge of dredged or fill material into waters of the United States, including wetlands. A Department of the Army permit is required for any proposed work involving the discharge of dredged or fill material within the jurisdiction of this office. To initiate the permit process, please submit a joint permit application form along with detailed plans of the proposed work. Information concerning our program, including the application form and an application checklist, can be found at and downloaded from our website at <http://www.lrc.usace.army.mil/co-r>.

If you have any questions, please contact Kathy Chernich of my staff by telephone at (312) 353-6400, extension 4039, or email at kathy.g.chernich@usace.army.mil.

Sincerely,


Keith L. Wozniak
Chief, West Section
Regulatory Branch

Enclosures

Copy Furnished w/out Enclosure:

U.S. Fish and Wildlife Service (Rogner)
Illinois Department of Natural Resources (Schanzle)
Illinois Department of Natural Resources/OWR (Jereb)
Illinois Environmental Protection Agency (Yurdin)
Harza Engineering (Chitty)

U.S. Army Corps of Engineers
Chicago District

Basis of Jurisdiction

Project number 200000231

___ The subject parcel contains navigable "Waters of the U.S." pursuant to 33 CFR 328.3 (a)(1). The Federal jurisdiction falls within the area up to the ordinary highwater mark of the existing waterbody.

X The subject parcel contains interstate "Waters of the U.S." pursuant to 33 CFR 328.3 (a)(2). The Federal jurisdiction falls within the area up to the ordinary highwater mark of the existing waterbody.

X The subject parcel contains tributaries to navigable or interstate "Waters of the U.S." pursuant to 33 CFR 328.3 (a)(5).

The Federal jurisdiction falls within the area up to the ordinary highwater mark of the existing waterbody.

X The subject parcel contains wetlands that are bordering, contiguous, or neighboring other interstate "Waters of the U.S.", pursuant to 33 CFR 328.3 (a)(7). The wetland areas are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions.

___ The subject parcel contains intrastate "Waters of the U.S." The area in question is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions. According to 33 CFR 328.3 (a)(3) the use, degradation or destruction of the intrastate body of water could affect interstate commerce, and is subject to Federal jurisdiction, for the following reasons:

___ The subject area is used to irrigate crops sold in interstate commerce.

___ The subject area is or could be used by interstate or foreign travelers for recreational or other purposes.

___ The subject area is used or could be used to collect fish or shellfish that could be taken and sold in interstate or foreign commerce.

___ The subject area is used or could be used for industrial purpose by industries in interstate commerce.

TOTAL P.05



DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

REPLY TO
ATTENTION OF:

OCT 28 2002

Technical Services Division
Regulatory Branch
200000231

SUBJECT: Request for Jurisdictional Determination on Ditches at
O'Hare International Airport Located in Chicago, Cook County,
Illinois

City of Chicago Department of Aviation
Attn: James Considine
P.O Box 66142
Chicago, Illinois 60666

Dear Mr. Considine:

This is in response to your December 22, 1999 request that the U.S. Army Corps of Engineers complete a jurisdictional determination for the above-referenced site. The subject project has been assigned number 200000231; which is the same Corps number utilized for the previous determination made on wetlands. Please reference this number in all future correspondence concerning this project.

Following a review of the U.S. Fish and Wildlife Service National Wetland Inventory, U.S. Geological Survey Hydrologic Atlas, USDA Natural Resources Conservation Service Soil Survey for Cook County, the information submitted to this office and prepared by MWH, the information you submitted to this office on and a site visit conducted by Kathy Chernich of my staff on July 24, 2002, this office has determined that the subject property contains "waters of the United States". This office has determined that the ditches that are jurisdictional have predated the construction of O'Hare Airport and have been modified as a result of on-going construction activities. The ditches have been identified on the U.S.G.S. Elmhurst Quadrangle Map, dated 1928 (photo revised 1946) and on the U.S.G.S. Arlington Heights Quadrangle Map, dated 1953.

The following ditches have been determined to be jurisdictional:

a. Ditch #4, Ditch #7, Ditch #8, Ditch #10, Ditch #11, Ditch #13, Ditch #17, Ditch #18, and Ditch #19.

-2-

The following ditches have been determined to be non-jurisdictional:

a. Ditch #1, Ditch #2, Ditch #3, Ditch #5, Ditch #6, Ditch #9, Ditch #12, Ditch #14, Ditch #15, and Ditch #16.

Although this determination provides a notification of the presence of waters of the U.S., this determination does not finalize the wetland boundary. In the event application is submitted for work within jurisdictional areas, a wetland delineation and a wetland survey will need to be prepared and submitted to this office.

The jurisdiction determination decision document for the subject property is enclosed. This determination covers only your project as depicted in the information submitted on July 31, 2002, prepared by MWH.

This letter is considered an approved jurisdictional determination for your subject site. If you object to this determination, you may appeal, according to 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and a Request for Appeal (RFA) form. If you request to appeal the above determination, you must submit a completed RFA form within 60 days of the date on this letter to the Great Lakes/Ohio River Division Office at the following address:

Ms. Suzanne Chubb, Division Review Officer
Great Lakes and Ohio River Division
CELRD-CM-O
550 Main Street
Cincinnati, OH 45201-1159
Phone: 513-684-7261

If you concur with the determination in this letter, submittal of the RFA form to the Division office is not necessary.


This determination has been conducted to identify the limits of the Corps Clean Water Act jurisdiction for the particular site identified in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

-3-

Pursuant to Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers regulates the discharge of dredged or fill material into waters of the United States, including wetlands. A Department of the Army permit is required for any proposed work involving the discharge of dredged or fill material within the jurisdiction of this office. To initiate the permit process, please submit a joint permit application form along with detailed plans of the proposed work. Information concerning our program, including the application form and an application checklist, can be found at and downloaded from our website:
<http://www.lrc.usace.army.mil/co-r>.

If you have any questions, please contact Kathy Chernich of my staff by telephone at (312) 353-6400, extension 4039, or email at kathy.g.chernich@usace.army.mil.

Sincerely,


Keith L. Wozniak
Chief, West Section
Regulatory Branch

Enclosures

Copy Furnished w/out Enclosure:

Montgomery Watson Harza (Chitty)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

JUL 18 2003

Colonel Gary E. Johnston
U. S. Army Corps of Engineers
111 North Canal Street
Chicago, Illinois 60606-7206

Dear Colonel Johnston:


The purpose of this letter is to offer your agency the opportunity to serve as a Cooperating Agency with the Federal Aviation Administration (FAA), within the context of the forthcoming Environmental Impact Statement (EIS) concerning the City of Chicago's concept for expanding and realigning O'Hare International Airport.

As described in the Council on Environmental Quality Regulations (40 CFR 1501.6), it appears that your agency has jurisdiction by law, and/or possesses special expertise, with respect to one or more environmental issues likely to be addressed in the forthcoming EIS as identified above. In providing your agency's decision on Cooperating Agency status, please note that FAA does not anticipate a request for your agency to write, or otherwise produce, any portion of the forthcoming EIS. The project to be described in FAA's O'Hare EIS may relate to both the permit and engineering programs that your office administers.

Irrespective of your decision regarding Cooperating Agency status, FAA fully intends to arrange for meetings with you, and/or your representative(s), on a recurring basis to discuss matters such as Purpose and Need and Range of Alternatives to be Evaluated in Detail, prior to issuance of the Draft EIS. Subject to your agency's concurrence, FAA also proposes to initiate these pre-Draft EIS meetings as soon as it may be determined mutually convenient to do so.

I hope your response will be forthcoming within thirty days following receipt of this letter. In the meantime, if you have any questions concerning Cooperating Agency status, please contact Mike MacMullen of the Chicago Airports District Office at 847/294-7522.

Sincerely yours,


Philip M. Smithmeyer, Manager
Chicago Airports District Office

cc: Mitch Isoc, U.S. Army Corps of Engineers, Regulatory Branch, Chicago, Illinois



DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO IL 60606-7206

REPLY TO
ATTENTION OF

Regulatory Branch (200301000)

SEP 3 2003

Mr. Philip M. Smithmeyer, Manager
Chicago Airports District Office
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60018

Dear Mr. Smithmeyer:

I am responding on behalf of Colonel Gary E. Johnston to your July 18, 2003 letter extending the opportunity to be a Cooperating Agency on the Environmental Impact Statement on the expansion and realigning of the O'Hare International Airport.

Our Regulatory Branch has been working closely with your staff on this project for some time. In light of our need to evaluate the proposed project under our regulatory authority, as well as looking at any potential impacts to the O'Hare Reservoir it is appropriate that we agree to become a Cooperating Agency in this endeavor.

Coordination of this project should occur primarily through our Regulatory Branch Ms. Kathy Chernich, Senior Project Manager, is our primary contact. She can be reached at 312-846-5531. If there is anything we can do in this capacity, please feel free to contact me at 312-846-5525.

Sincerely,

A handwritten signature in black ink, appearing to read "Mitchell A. Isoe", is written over the typed name.

Mitchell A. Isoe
Chief, Regulatory Branch

Printed on Recycled Paper

**Interagency Coordination Agreement
among
U.S. Army Corps of Engineers, Chicago District;
Federal Aviation Administration, Great Lakes Region, Airports Division, and
Illinois Environmental Protection Agency,
For Coordination of the O'Hare Airport Environmental Impact Statement**

This Interagency Coordination Agreement (ICA) is entered into among the U.S. Army Corps of Engineers, Chicago District (hereinafter the "Corps"); the Federal Aviation Administration, Great Lakes Region, Airports Division (hereinafter the "FAA"), and the Illinois Environmental Protection Agency (hereinafter the "IEPA").

1. PURPOSE.

The purpose of this ICA is to establish a framework under which the implementation of the Corps', FAA's, and IEPA's respective responsibilities under the Rivers and Harbors Act, approved March 3, 1899 (33 USC 401, et seq), Sections 401 and 404 of the Clean Water Act (33 USC 1341 et seq), the National Environmental Policy Act of 1969 (i.e., "NEPA") (42 USC 4321, et seq), and the Corps' Regulatory Program (33 CFR 320-331) associated with aviation projects may be coordinated, streamlined, and made more efficient. This project specific ICA will apply to the FAA's NEPA project on behalf of the potential modernization of O'Hare International Airport in Chicago, Illinois. O'Hare International Airport is located within the Chicago District's Regulatory Program jurisdiction. The provisions of this ICA do not replace, but are supplemental to, the Council on Environmental Quality (CEQ) regulations, (40 CFR Parts 1500-1508), FAA's, IEPA's, or the Corps' regulations, orders, and policies.

2. AUTHORITY.

In accordance with the spirit and intent of interagency coordination directed by NEPA and Vision 100-Century of Aviation Reauthorization Act, and consistent with CEQ's implementing regulations for NEPA at 40 CFR 1500 et seq that encourage avoidance of duplicative compliance efforts, the Corps and FAA are authorized to enter into this ICA. The FAA is further authorized to enter into this ICA in accordance with FAA Order 5050.4A, "Airport Environmental Handbook," and FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," as amended. The Corps and the FAA are further authorized to enter into project level coordination agreements based on the November 24, 2003 Memorandum of Understanding Between the Department of the Army and The Federal Aviation Administration for the Coordination of Agency Responsibilities.

3. STATEMENT OF MUTUAL BENEFITS AND INTERESTS.

- A. The Corps regulates certain activities in the nation's waters in accordance with Section 404 of the Clean Water Act, through implementing regulations found at 33 CFR 320, et seq. Further, the Corps balances favorable impacts against possible detrimental impacts in its NEPA analysis when conducting the Public Interest Review, and in its final decision as to issuance or non-issuance of a Section 404 dredge and fill permit.

- B. The IEPA certifies that certain activities under consideration for a Section 404 Clean Water Act permit comply with state water quality standards pursuant to Section 401 of the Clean Water Act. Additionally, as part of the review of the Section 401 water quality certification application, they conduct an anti-degradation assessment of the same activities under 35 Illinois Administrative Code 302.105 of the State of Illinois Water Quality Standards.
- C. The FAA is required, under NEPA, to conduct an Environmental Impact Statement (EIS) for Federal actions with potentially significant environmental impacts. FAA is also required under NEPA to undertake consultation with other Federal agencies, as appropriate.
- D. The FAA, as stated in FAA Order 5050.4A, "Airport Environmental Handbook," and FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," as amended, shall carefully consider and weigh, to the extent feasible, environmental resource functions and values in a timely manner in evaluating proposed Federal actions relating to airport planning and development, utilizing a systematic, interdisciplinary approach and involving local and state officials and individuals having that expertise.
- E. A key FAA objective is to enhance environmental quality and avoid or minimize adverse environmental impacts that might result from a proposed Federal action, in a manner consistent with FAA's principal mission to provide for the safety and efficiency of aircraft operations.
- F. It is in the interest of the Corps, FAA, and IEPA, where independent but overlapping jurisdictional program responsibilities exist, that these responsibilities be addressed and fulfilled within a unified documentation and public involvement decision-making process.

4. CORPS RESPONSIBILITIES

- A. When and as requested by FAA, the Corps will attend and participate in O'Hare Modernization EIS meetings, particularly as related to project purpose and need, project alternatives, environmental consequences (with special reference to wetlands and other Waters of the U.S.), response to comments, and public hearing preparation, to the extent such attendance and participation is warranted, feasible, and appropriate as determined by the Corps.
- B. The Corps will provide timely reviews of all submitted FAA documents and provide written reviews, as determined appropriate, for FAA's O'Hare Modernization NEPA/EIS project.
- C. The Corps will identify, pursue, and, in cooperation with FAA, implement opportunities to integrate its Public Interest Regulatory process with FAA's NEPA/EIS process, with the goal in mind of reaching a decision on the issuance of a Section 404 permit contemporaneously with FAA's decision on the O'Hare Modernization EIS, as contained

in a Record of Decision.

- D. The Corps will, in cooperation with FAA, participate in joint Public Interest Review/Draft EIS Public Hearings and Public Notices, when appropriate, as related to FAA's O'Hare Modernization EIS.

5. FAA RESPONSIBILITIES

- A. On a regular basis, recommended to be monthly, FAA will provide an updated schedule for the O'Hare Modernization EIS, with particular emphasis on project elements involving necessary review and/or participation by the Corps and the IEPA.
- B. The FAA will identify to the Corps and the IEPA particularly complex, controversial, or special interest project components involving Corps' and/or IEPA's regulatory responsibilities on a timely basis. FAA will undertake this in the spirit of cooperation with the Corps and the IEPA.
- C. To the fullest extent deemed practicable by FAA, FAA will seek the Corps' and IEPA's pre-draft EIS comments on Purpose and Need for the Proposed Action, Range and number of Alternatives to be Evaluated in Detail, Identification of a Preferred Alternative, Conceptual Wetlands Compensatory Mitigation Plan, and Logistics for Conducting Public Hearings on the O'Hare Modernization Draft EIS.

6. IEPA RESPONSIBILITIES

- A. When and as requested by FAA, IEPA will attend and participate in O'Hare Modernization EIS meetings, particularly as related to project purpose and need, project alternatives, response to comments, and public hearing preparation, to the extent such attendance and participation is warranted, feasible and appropriate as determined by IEPA.
- B. IEPA will provide timely reviews of all submitted FAA documents and provide written reviews, as determined appropriate, for FAA's O'Hare Modernization EIS project.
- C. IEPA will identify, pursue, and, in cooperation with FAA, implement opportunities to integrate its Water Quality Certification process with FAA's issuance of the O'Hare Modernization EIS Record of Decision.
- D. IEPA will, in cooperation with FAA, participate in joint Water Quality Certification/Draft EIS Public Hearings and Public Notices, when appropriate, as related to FAA's O'Hare Modernization EIS.

7. MUTUAL AGREEMENTS.

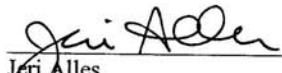
- A. The parties will meet on an as needed basis to review the status of the FAA's O'Hare Modernization EIS, the Corps' Public Interest Review evaluations, and the IEPA's water quality certification and anti-degradation assessment.

- B. The parties will follow a mutually agreeable process for the solicitation of the Corps' and the IEPA's comments on FAA's O'Hare Modernization EIS materials.
- C. The parties will identify specific contact persons for this ICA.
- D. Modifications and changes within the scope of the ICA shall be made by mutual agreement of the parties.
- E. Any party, in writing, may terminate this ICA in whole or in part, at any time prior to the expiration date as set forth below.
- F. This ICA in no way restricts any party from participating in similar activities with other public or private agencies, organizations, or individuals.
- G. This ICA is executed as of the date of the last signature and, unless sooner terminated, is effective through January 31, 2009.
- H. This ICA is neither a fiscal nor a funds obligation document.
- I. The Corps shall maintain its independent review responsibilities in accordance with the Rivers and Harbors Act, approved March 3, 1899, Section 404 of the Clean Water Act, NEPA, the regulations promulgated thereunder, and, where applicable, will retain fully all its rights and responsibilities to approve, disapprove, or enforce all permits and permit conditions required by the O'Hare Modernization project.
- J. The IEPA shall maintain its independent review responsibilities in accordance with Section 401 of the Clean Water and 35 Illinois Administrative Code 395, and, where applicable, will retain fully all its rights and responsibilities to approve, disapprove, or enforce all permits and permit conditions required by the O'Hare Modernization project.
- K. The FAA will retain fully all its rights and responsibilities under NEPA, the FAA Act, and FAA Orders 5050.4A and 1050.1D, as amended.
- L. For the FAA, the principal contact person for this ICA is: Michael W. MacMullen, Airports Environmental Program Manager, CHI-ADO-603.
- M. For the Corps, the principal contact person for this ICA is Mitchell A. Isoe, Chief, Regulatory Branch, Chicago District.
- N. For the IEPA, the principal contact person for this ICA is Bruce Yurdin, Manager, Watershed Management.


8. LIMITATION OF RESPONSIBILITIES

- A. All of the FAA's, the Corps' and the IEPA's responsibilities under this ICA are subject both to the availability of funds appropriated by Congress and to all applicable statutory and regulatory provisions governing each Agency.

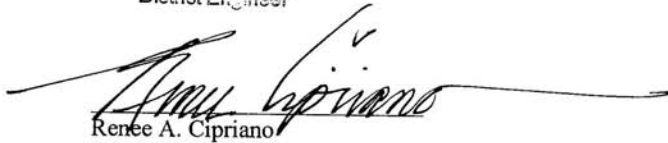
- B. This ICA shall become effective when signed by the District Engineer, Chicago District of the U.S. Army Corps of Engineers, the Airports Division Manager, Great Lakes Region, Federal Aviation Administration, and the Director of the Illinois Environmental Protection Agency, as of the last signature date shown below.


Jeri Alles
Manager, Airports Division
Great Lakes Region
Federal Aviation Administration

MAY 6 2004
Date


Gary E. Johnson
Colonel, U.S. Army
District Engineer

May 10, 2004
Date


Renee A. Cipriano
Director
Illinois Environmental Protection Agency

MAY 17 2004
Date

	INITIAL PLANNING PROCESS	SCOPING	PROJECT PURPOSE & NEED	ALTERNATIVES DEVELOPMENT
F A A	Identify and Prioritize workload	Request Cooperating Agencies Participate in Scoping Meeting Agree on Methodology and Level of Detail Request Comments on Purpose and Need	Review and Comment on Purpose and Need in Conjunction with USACE Early Project Notification Communicate Priorities to Resource Agencies Arrange for Federal and State Interaction as determined appropriate.	Assure that Alternatives Address Project Purpose and Need Assure Reasonableness of Alternatives
U S A C E	Identify and Prioritize workload	Identify Areas of Concern Identify Data Needs Identify Permit Needs, If Possible Identify Cooperating Agency Status Comment on Data Methodology and Level of Detail	Review and Comment on Purpose and Need in Conjunction with FAA	Participate in Developing Alternatives Review and Comment on Full Range of Alternatives, Including Alternatives Screening Process Assure Full Range of Alternatives is Presented and Appropriately Assessed
I E P A	Identify and Prioritize workload	Provide Information Technical Assistance, Minimum Criteria, Env. Concerns, Resources Initiate Regulatory Process, as appropriate following submission of Water Quality Certification application Comment on Data Methodology and Level of Detail	Comment on Purpose and Need in Conjunction with FAA	Review and Comment on Full Range of Alternatives, including Alternatives Screening Process. Assure Full Range of Alternatives is Presented and Appropriately Assessed.

DRAFT AS OF 4/28/2004

	ALTERNATIVES ANALYSIS & SCREENING	DRAFT NEPA DOCUMENT REVIEW	COMMENT RESPONSES & PRE-FINAL PREPARATION
F A A	Address Avoidance of Wetlands and Other Sensitive Areas	Ensure Adequacy of NEPA Document	Ensure Comments are addressed
	Request Alternatives Carried Forward	Circulate NEPA Document	Select Preferred Alternative and Request Comments
U S A C E	Review Alternatives Presented	Review and Comment on NEPA Document, Including 404 Concerns	Post-Comment Coordination Meeting
	Comment on Adequacy of Information and Range of Alternatives	Review Permit Application	404(q) Process Begins if Necessary
		Review Conceptual Mitigation Plan for Selected Alternatives	Confirm Scope of 404 Jurisdiction
		Prepare/Issue 404 Public Notice, Simultaneously with FAA (DEIS) and IEPA (Water Quality Certification)	Review and Comment on Selected Alternative
	Review Alternatives Presented	Review and Comment on NEPA Document, 401 and Regulatory Concerns	USACE Review and Coordination of Comments
I E P A	Comment on Adequacy of Information and Range of Alternatives	Review Water Quality Certification Application	Draft 404(b)(1) Evaluation
		Prepare/Issue Water Quality Certification Public Notice, Simultaneously with FAA (DEIS) and the USACE (Section 404 Permit)	Post Comment Coordination Meeting
			Confirm Scope of 401 Jurisdiction
			Review and Comment on Selected Alternative
			IEPA Review and Coordination of Comments
			Draft 401 Evaluation

* IDNR-Illinois Department of Natural Resources (which includes the former Illinois Department of Conservation)
IEPA-Illinois Environmental Protection Agency

DRAFT AS OF 4/28/2004

	FINAL REVIEW	PROJECT DESIGN	FINAL PERMIT REVIEW	PROJECT IMPLEMENTATION AND MONITORING
F A A	Ensure Adequacy of NEPA Documentation Approve and Circulate FEIS Receive/Consider Comments Approve ROD	Ensure Design Addresses All Comments	N.A.	Permit Compliance ROD Compliance
U S A C E	Review/Comment on FEIS Verify Concerns Have Been Addressed Ensure Consistency of 404 Permit Materials with FEIS. Prepare to Issue/Deny 404 Permit as Appropriate.	Review/Documentation Prepared to Date	Prepare Decision-Making Documents Issue or Deny Permit Announce Decision (Notice of Intent to Issue) Complete 404(q) Process, if Appropriate	P E R M I T D E C I S I O N Ensure Compliance with Permit Conditions Ensure Compliance with Mitigation Commitments
I E P A	Review/Comment on FEIS Verify Concerns Have Been Addressed Ensure Consistency of 401 Water Quality Certification Materials with FEIS Prepare to Issue/Deny Water Quality Certification as Appropriate	Review Documentation Prepared to Date	Complete State Regulatory Review Issue or Deny Section 401 Water Quality Certification	Ensure Compliance with Water Quality Certification Conditions, as Appropriate

* IDNR-Illinois Department of Natural Resources (which includes the former Illinois Department of Conservation)
IEPA-Illinois Environmental Protection Agency

September 24, 2004

U.S. Army Corps of Engineers
Chicago District
111 N. Canal Street, 6th Floor
Chicago, IL 60606-7206

Attention: Mitch Isoe - Chief, CELRC-TS-R

Subject: **Individual Permit Application:** O'Hare Modernization Program at
Chicago O'Hare International Airport, Cook and DuPage Counties,
Illinois

Dear Mr. Isoe:

The O'Hare Modernization Program (OMP), on behalf of the City of Chicago Department of Aviation (DOA), is submitting this joint permit application and pre-discharge notification requesting authorization under Section 404 of the Clean Water Act to proceed with improvements to Chicago O'Hare International Airport, located in Cook and DuPage Counties, Illinois. The OMP requests a single airport-wide permit for the discharge of fill material into jurisdictional wetlands and "waters of the U.S." (WUS) as supported by the attached site preparation plan associated with the improvements. This submittal is the result of several years of planning and coordination with various federal, state, and local agencies, and interested community organizations through public scoping to help facilitate the consideration of key issues and an understanding of the OMP.

The OMP will displace or impact approximately 153.0 acres of wetland/WUS. The wetland/WUS impacts are to occur during the early stages of the program to facilitate overall OMP construction. Chicago O'Hare International Airport will continue to accommodate aircraft and passenger activity demand during the site improvements, which results in logistical challenges during construction. The OMP proposes to fill the on-site wetland/WUS areas in the initial stages of construction due to immediate project implementation and construction logistics at an active airport, which will provide significant benefits and cost savings in terms of logistics, construction vehicle movement, construction material storage and staging, excess soils disposal on site, and overall project implementation.

Approximately 414 wetland mitigation credits are proposed to compensate for the wetland/WUS impacts associated with the OMP. The necessary environmental review and analysis of the OMP is being prepared by the Federal Aviation Administration, which on July 17, 2002 published a Notice of Intent in the Federal Register to prepare an Environmental Impact Statement in accordance with the National Environmental Policy Act of 1969. This application is consistent with and incorporates the Federal Aviation

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Administration's Environmental Impact Statement, and is hereby adopted and appended to this application.

Included with this cover letter is Table 1: Chicago District USACE Application Checklist. This table addresses items from the application checklists provided by the Chicago District U.S. Army Corps of Engineers (USACE). The application checklists are provided for use by applicants to identify the information required for a complete Section 404 Permit application. The information included in Table 1 identifies and addresses every item listed in the Chicago District USACE checklist and details where the required information can be found in this submittal.

The attached information demonstrates that the OMP complies with Section 404 regulations for the discharge of dredge or fill material into jurisdictional wetland/WUS areas. A Joint Permit Application (see Tab 1), the *Site Preparation and Soil Erosion Control Plan*, and the *Master Grading Plan* (see Tab 12 for reduced size; full size plans were submitted separately) for the OMP have been included for your review. A copy of this permit application will be placed on the City of Chicago's website, at www.ohare.com, and will be forwarded to applicable regulatory agencies to support their review of the OMP.

Should you have any questions or comments regarding this submittal, please contact Christopher Arman, Deputy Director of the O'Hare Modernization Program at (773) 557-4730.

Sincerely,

Rosemarie S. Andolino
Executive Director

cc: Michael MacMullen, Airport Environmental Program Manager – Federal Aviation Administration
Sue Elston, Wetland Program Manager – U.S. Environmental Protection Agency
John Rogner, Field Supervisor – U.S. Fish and Wildlife Service
Stephen Davis, Chief, Division of Resource Review and Coordination – Illinois Department of Natural Resources
Gary Jereb, PE, Section Chief, Northeast Illinois Regulatory Programs Section – Illinois Department of Natural Resources–Office of Water Resources
Bruce Yurdin, Watershed Management – Illinois Environmental Protection Agency, Bureau of Water
Anthony Charlton, PE, Director – Stormwater Division DuPage County Department of Economic Development and Planning

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Mark Willobee, Resource Conservationist - Kane-DuPage Soil and Water
Conservation District

Rick McAndless, Resource Conservationist - North Cook County Soil and Water
Conservation District

Marcia Jimenez, Commissioner of Environment - City of Chicago Department of
Environment

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TABLE T11-1: (DRAFT) AGENCY COORDINATION IN SUPPORT OF SECTION 404 PERMIT APPLICATION

DATE	ATTENDEES	MEETING TOPIC
7/9/01-	General Public, Federal, state, and local organizations	Prior to scoping, the City of Chicago conducted nearly 90 briefings with various interested community organizations including Federal, state, and local organizations to help facilitate consideration of key issues and an understanding of the Proposed Project.
6/20/02	John Rogner/ USFWS Mike MacMullen/ FAA Chris Arman/ OMP Ted Woosley/ OMP Gene Peters/ OMP	Discussed a general overview of environmental and master plan processes for the OMP, NEPA process, potential for an MOU between regulatory agencies, wetland issues, compensatory mitigation scenarios, and stormwater runoff/water quality issues
6/21/02	Kathy Chernich/ USACE Mike MacMullen/ FAA Scott Snyder/ FAA Chris Arman/ OMP John Chitty/ MWH Ted Woosley/ OMP Gene Peters/ OMP	Discussed a general overview of environmental and master plan processes for the OMP, NEPA process, potential for an MOU between regulatory agencies, wetland issues, and compensatory mitigation for wetland and WUS impacts
8/19/02	Kathy Ames/IDOT Steve Chadkins/IDOT Greg Feeny/IDOT Kevin McLaury/FHWA Richard E. Pinneo/IEPA Mike Rogers/IEPA J.D. Stevenson/FHWA Hugh Van Voorst/IDOT JP Varma/FHWA Brian Whiston/CMT Walt Zyznieuski/IDOT Mike McCue/Illinois Department of Planning & Programming	<p>FAA's EIS Project Scoping Meeting:</p> <p>To determine key environmental issues to be addressed in the EIS and to identify any significant issues related to the proposed development at the Airport. An opportunity for agencies to provide input and make comments on the Proposed Project.</p> <p>Note: for a full discussion, refer to FAA's EIS</p>
8/20/02	Pene Beversdorf/FAA William Brogan/DOA Carol Brown/DOA Jon Burshien/Canadian Pacific Railway Chris Byars/FHWA Shawn Cirton/USFWS John Delaurentiis/RTA Carolyn Grisko/CGA Steve Hammer/IDNR Barbara Johnson/FAA Sherry Kamke/USEPA Joe Karanganis/Representing Senator Pate Phillip & Bensenville Don Kathan/USEPA Suzanne King/USEPA Larry Kisser/Canadian Pacific Railway Don Kopec/CATS Patricia Morris/USEPA Sandy Murdock/Counsel to Bensenville, Elk Grove Village, and Park Ridge Sue Schalk/Aerofinity Michael W. Payette/Union Pacific Railroad	<p>FAA's EIS Project Scoping Meeting:</p> <p>To determine key environmental issues to be addressed in the EIS and to identify any significant issues related to the proposed development at the Airport. An opportunity for agencies to provide input and make comments on the Proposed Project.</p> <p>Note: for full discussion, refer to FAA's EIS</p>

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	Nick Pappas/DuPage County Pat Pechnick/IDOT Joe Schuessler/MWRDGC Tyson Warner/Will County ISTHA representative	
8/21/02	General Public (49 attendees)	<p>FAA's EIS Project Scoping Meeting:</p> <p>To determine key environmental issues to be addressed in the EIS and to identify any significant issues related to the proposed development at the Airport. An opportunity for the public to provide input and make comments on the Proposed Project.</p> <p>Note: for a full discussion, refer to FAA's EIS</p>
8/22/02	General Public (268 attendees)	<p>FAA's EIS Project Scoping Meeting:</p> <p>To determine key environmental issues to be addressed in the EIS and to identify any significant issues related to the proposed development at the Airport. An opportunity for the public to provide input and make comments on the Proposed Project.</p> <p>Note: for a full discussion, refer to FAA's EIS</p>
2/28/03	Chris Arman/ OMP Tony Charlton/ DEC Bruce Maki/ DEC Clayton Heffter/ DEC Kay Whitlock/ CBBEL	Stormwater management and regulatory issues regarding the DuPage County Ordinance and the OMP, and Watershed Plan discussion
3/31/03	Kathy Chernich/ USACE Leesa Beal/ USACE Bill Boyd/ IDNR-OWR Steve Hamer/ IDNR David Ginder/ IEPA Alyson Grady/ IEPA John Rogner/ USFWS Karla Kramer/ USFWS Shawn Cirton/ USFWS Sue Elston/ USEPA Sherry Kamke/ USEPA Mike MacMullen/ FAA Catherine Garypie/ FAA Laura Kramer/ CMT Chris Arman/ OMP John Chitty/ MWH Donald Hey/ TWI Deanna Montgomery/ TWI	Introduced the OMP and discussed wetland mitigation issues
4/16/03	Bruce Maki/ DEC Tony Charlton/ DEC Jon Steffen/ DEC Karen Laskowski/DEC Kay Whitlock/ CBBEL Jedd Anderson/ CBBEL Thomas Burke/ CBBEL	Discussed mitigation issues, wetland delineation, and Watershed Plan
4/23/03	Marty Stralow/ IDNR-OWR Gary Jereb/ IDNR-OWR Bill Boyd/ IDNR-OWR Don Dressel/ CBBEL Kay Whitlock/ CBBEL Thomas Burke/ CBBEL Mike Cothard/ CBBEL Darren Olson/ CBBEL	<p>Introduction of OMP, Bensenville Ditch, Willow-Higgins Creek, Crystal Creek, Schedules</p> <p>DRAFT</p>

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6/5/03	Kathy Chernich/ USACE Leesa Beal/ USACE Mitch Isoe/ USACE Steve Hamer/ IDNR Alyson Grady/ IEPA Karla Kramer/ USFWS Shawn Cirton/ USFWS Sue Elston/ USEPA Doug Arends/ USDA - Wildlife Mike MacMullen/ FAA Winsom Lenfort/ FAA John Chitty/ MWH Ken Bagstad/ MWH Donald Hey/ TWI Jedd Anderson/ CBBEL Ted Woosley/ OMP Gene Peters/ OMP	Field meeting to review wetlands and WUS at O'Hare International Airport
8/5/03	Chris Arman/ OMP Tony Charlton/ DEC Dan Wagner/ DuPage County Kay Whitlock/ CBBEL	Discussed status of DuPage County wetland mitigation planning
8/28/03	Leslie Burns/ DCFPD John Oldenburg/ DCFPD Ross Hill/ DCFPD Bethany Storm/ DCFPD Jedd Anderson/ CBBEL Kay Whitlock/ CBBEL Peter Mulvaney/ MWH	Discussed potential DuPage County mitigation sites
9/17/03	Chris Arman/ OMP Mitch Isoe/ USACE Kathy Chernich/ USACE Tony Charlton/ DEC Clayton Heffter/ DEC Ted Woosley/ OMP Gene Peters/ OMP John Chitty/ MWH Peter Mulvaney/ MWH Donald Hey/ TWI Jedd Anderson/ CBBEL Kay Whitlock/ CBBEL Jessica Wollmuth/ BPC	Briefed USACE on the current status of wetland mitigation conceptual planning as part of the OMP and to gain concurrence on the current approach
10/6/03	Tony Charlton/ DEC Bruce Maki/ DEC Clayton Heffter/ DEC Karen Laskowski/ DEC John Chitty/ MWH Peter Mulvaney/ MWH John Oldenburg/ DCFPD Ross Hill/ DCFPD Jedd Anderson/ CBBEL Kay Whitlock/ CBBEL	Discussed potential mitigation sites
2/17/04	Mitch Isoe/ USACE Kathy Chernich/ USACE Jedd Anderson/ CBBEL Peter Knysz/ CBBEL John Chitty/ MWH Ted Woosley/ OMP Gene Peters/ OMP	Discussed Section 404 permitting process for the OMP and required compensatory mitigation

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2/27/04	Tony Charlton/ DEC Kay Whitlock/ CBBEL Thomas Burke/ CBBEL Lara Sup/ CBBEL Jedd Anderson/ CBBEL Gene Peters/ OMP Ted Woosley/ OMP Larry Martin/ BPC Cynthia Safin/ BPC	Discussed Watershed Plan revisions, approval process and schedule
3/19/04	Maggie Rice/ CDOE David Graham/ CDOE John Kryl/ CDOE Otis Omenazu/ CDOE Raul Valdivia/ CDOE Greg Tatara/ CDOE Jessica Wollmuth/ BPC Larry Martin/ BPC Joanne Morris/ PMO Alice Hoffman/ OMP	Discussed types of permits, contacts within agency, and permit fees
3/25/04	Gary Jereb/ IDNR-OWR Kay Whitlock/ CBBEL Don Dressel/ CBBEL Jeff Julkowski/ CBBEL Dave Buckley/ CBBEL	Discussed IDNR-OWR regulatory requirements regarding work in Crystal Creek watershed
4/13/04	Kathy Chernich/ USACE John Chitty/ MWH Peter Mulvaney/ MWH Peter Knysz/ CBBEL	Field meeting to view ditches at O'Hare International Airport to determine appropriate mitigation ratios
4/19/04	John Chitty/ MWH Kathy Chernich/ USACE	Reviewed WUS mitigation ratios
5/7/04	Clayton Heffter/ DEC Karen Laskowski/ DEC Kathy Chernich/ USACE Jedd Anderson/ CBBEL	Field visit to view and discuss West Branch Forest Preserve District site
5/14/04	Mark Willobee/ Kane- DuPage SWCD Rick McCandless/ North Cook SWCD Larry Martin/ BPC Kay Whitlock/ CBBEL	Discussed structure of permit: OMP-wide with SESC for every project; permit fees
5/27/04	Mitch Isoe/ USACE David Ginder/ IEPA Clark Olson/ IEPA Mike Rogers/ IEPA Shawn Cirton/ USFWS Sue Elston/ USEPA Sherry Kamke/ USEPA Tom Kenny/ USEPA Julie Guenther/ USEPA Ken Westlake/ USEPA Mike MacMullen/ FAA Michael Schneiderman/ Chicago Tom Bennett/ FAA Chuck Prock/ FAA Amy Hanson/ FAA Matt Demos/ CMT Laura SaKach/ CMT Bill Willkie/ LFA Ted Woosley/ OMP Gene Peters/ OMP Larry Martin/ BPC Jedd Anderson/ CBBEL	Discussed how USACE 404 Permit will be processed

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6/5/04	Mitch Isoe/ USACE Kathy Chernich/USACE Leesa Beal/USACE Alyson Grady/ IEPA Steve Hamer/ IDNR Karla Kramer/ USFWS Shawn Cirton/ USFWS Sue Elston/ USEPA Mike MacMullen/ FAA Winsom Lenfort/ FAA Doug Arends/ USDA - Wildlife Donald Hey/ TWI Jedd Anderson/ CBBEL John Chitty/ MWH Ken Bagstad/ MWH Ted Woosley/ OMP Gene Peters/ OMP	Discussed wetland and WUS resources at O'Hare International Airport
6/11/04	Gary Clark/ IDNR-OWR Marty Stralow/ IDNR-OWR Arlan Juhl/ IDNR-OWR Gary Jereb/ IDNR-OWR Bill Boyd/ IDNR-OWR Michael Boland/ OMP Ted Woosley/ OMP Gene Peters/ OMP Larry Martin/ BPC Tim Coleman/ BPC Joanne Morris/PMO Jim Szczesniak/DOA Kay Whitlock/ CBBEL Don Dressel/ CBBEL Jerry Robinson/ CBBEL Mike Cothard/ CBBEL Stephanie Stewart/ CBBEL Darren Olson/ CBBEL Don Oliphant/ CBBEL Jeff Julkowski/ CBBEL Dave Buckley/ CBBEL	Briefing for IDNR-OWR related to upcoming Floodway Construction Permit Applications
6/28/04	Shawn Cirton/ USFWS Sue Elston/ USEPA Amy Hanson/ FAA Matt Demos/ CMT Tony Charlton/ DEC Clayton Heffter/ DEC Karen Laskowski/ DEC Jedd Anderson/ CBBEL Peter Knysz/ CBBEL	Field visit to view and discuss West Branch Forest Preserve District site

Prepared by BPC Airport Partners, revised 9-22-04

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T.5.4 FWS

Extensive coordination with the FWS was conducted in view of potential issues related to threatened and endangered species. In addition, there was extensive coordination with the FWS regarding wetlands impacts and compensatory mitigation.

As documented in **Table T-1**, several meetings between the FAA and the FWS were held throughout the development of the EIS. Topics for these meetings included:

- Review of purpose and need as well as project alternatives
- Potential overall impacts of development at O'Hare

Further information regarding the date and location of these meetings can be found in **Table – T-1**.

The following pages document key correspondence with the FWS throughout the development of this EIS.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

IN REPLY REFER TO:
FWS/AES-CIFO/T237

December 23, 2002

Mr. Peter Mulvaney
Montgomery Watson Harza
Sears Tower
233 South Wacker Drive, Suite 900
Chicago, Illinois 60606

Dear Mr. Mulvaney:

This responds to your letter dated November 20, 2002 requesting information on endangered or threatened species occurring on or near the proposed runway expansion, referred to as O'Hare Modernization Program (OMP), located at T41N, R11E, Sections 25, 35, 36, T41N, R12E, Sections 30, 31, 32, 33, 34, T40N, R11E, Sections 1, 2, 11, 12, 13, 14, T40N, R12E, Sections 3, 4, 5, 6, 7, 8, 9, 10, 17, 18, 19, 20 and 21 in the Townships of Maine, Addison and Layde, Cook and Dupage Counties, Illinois as depicted on the map you enclosed. We believe the applicant for this project to be FAA/DOA.

Please note, the proposed sites as depicted on your map lie directly adjacent to a known habitat location for the federally threatened eastern prairie white fringed orchid (*Platanthera leucophaea*). This threatened plant species inhabits wet prairies of the Midwest. If any prairie remnants are found within the project area, we request that searches for this species be conducted between June 28 and July 11, as this is when the orchid typically flowers and is most identifiable. If any eastern prairie white fringed orchids are found, this office should be notified immediately.

Please note that the proposed site lies directly adjacent to the habitat of the eastern massasauga (*Sistrurus catenatus*) a candidate for Federal listing under the Endangered Species Act. The eastern massasauga is known from both historic and recent records in the vicinity of the proposed project area. The eastern massasauga is listed as a state endangered species by the Illinois Department of Natural Resources. Although candidate species do not receive Federal protection, we recommend considering their conservation now to help retain flexibility should the

Mr. Peter Mulvaney

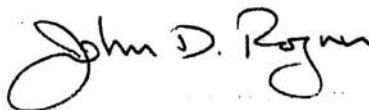
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species be listed and receive protection under the Endangered Species Act. In northeast Illinois, the eastern massasauga most often occurs in shrubby or grassy habitats in floodplains and riparian corridors similar to the one in which this project will take place. We therefore suggest that the applicant conduct pre-construction surveys of the area to determine if individuals of this species are present. In addition, when work commences, the applicant should be prepared for the possibility that individual massasaugas could be disturbed or uncovered by earth moving, or bankwork. Because the massasauga is a venomous species, a person familiar with it (and qualified to handle it) should be present when work takes place. Attempts should be made to carefully capture and move any such individuals a short distance (50 meters or less) away from the construction activity, and to suitable habitat. This office should also be informed if any massasauga is encountered either before or after the proposed project commences. Please note that because the eastern massasauga is listed as a State endangered species, the Illinois Department of Natural Resources should be contacted.

This letter only addresses federally listed species: the Illinois Department of Natural Resources should be contacted for information on State-listed species. Any impacts to wetlands or waters of the United States may require a permit from the U.S. Army Corps of Engineers. This letter does not preclude separate evaluation and comment by the U.S. Fish and Wildlife Service on wetland impacts proposed for section 404, Clean Water Act authorization.

If you have any questions, please contact Ms. Karla Kramer at 847/381-2253 ext. 230, or Ms. Kristy Mielcarek at 847/381-2253 ext. 227.

Sincerely,



John D. Rogner
Field Supervisor

cc: ACOE, Jaimee Hammit and Karon Marzec (Applicant: FAA/DOA)



**Eastern Prairie White
Fringed Orchid**

Platanthera leucophaea
(syn. = *Habenaria leucophaea*)



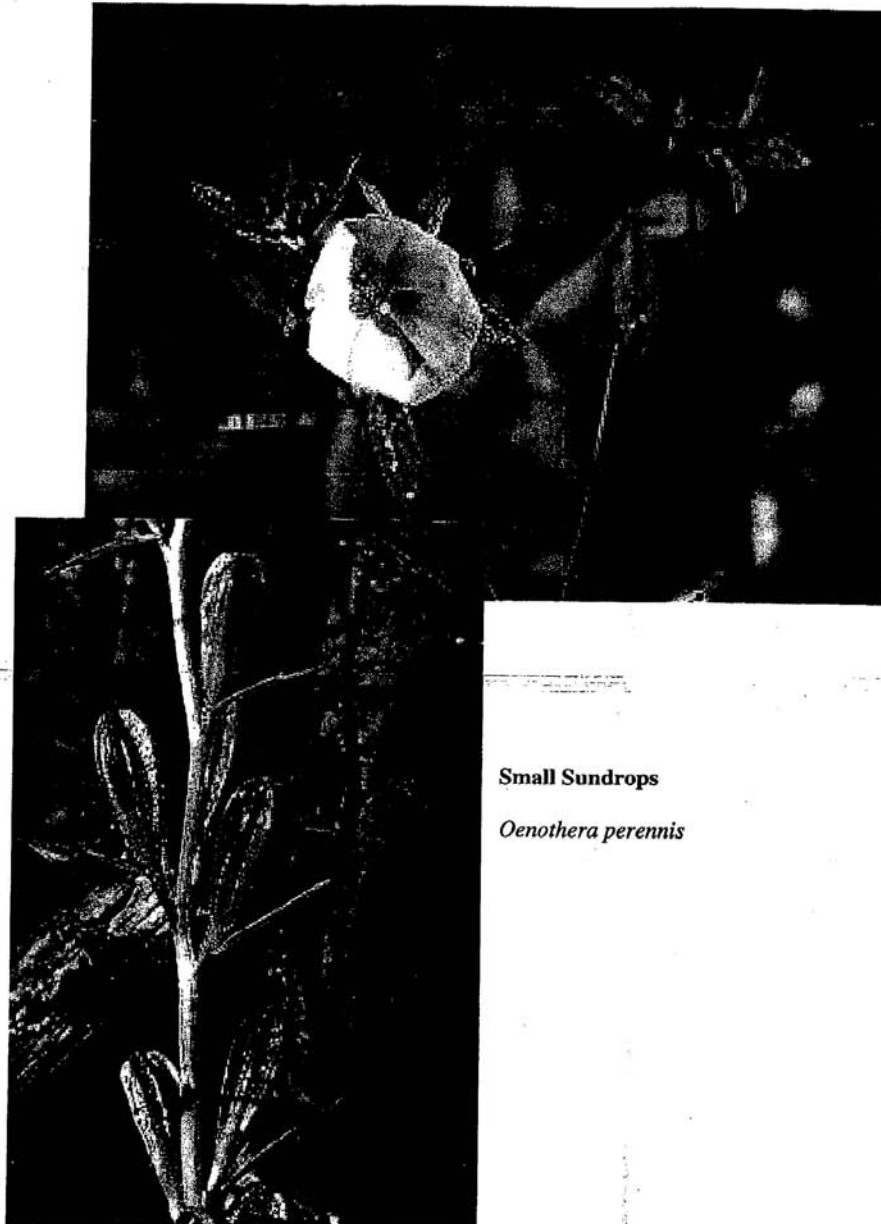
Survey Protocol, Eastern Prairie White Fringed Orchid (*Platanthera leucophaea*)

Identification of prairie remnants on airport grounds will be the first step in surveying for the Eastern Prairie White Fringed Orchid (Orchid). This species does not survive much degradation of native prairies, so the search should focus on any moderate- to high-quality prairie sites. The presence of common, conspicuous prairie species such as prairie dock or big bluestem can help identify prairie areas. Once prairies are located, they should be intensively searched, walking adjacent line transects spaced closely enough to avoid missing any areas of prairie. Wetter areas will be closely inspected, as the orchid may be more common or more likely to bloom in these areas.

According to USFWS, the survey should be conducted from June 28 to July 11, the peak flowering time for the orchid. USFWS monitors flowering times of endangered plants in specific years, based on weather conditions for the year (wet/dry years), so they will be contacted in weeks prior to the survey period. The survey should not be conducted in the afternoon of an extremely hot day, as some flowers will close or wilt under these conditions; ideally the survey would be completed in the morning during a moderately warm or cloudy day.

Outline of Tasks for Eastern Prairie White Fringed Orchid survey

- Conduct field surveys between June 28 and July 11, working in the morning and on cloudy, moderately warm days. In weeks leading up to this time, USFWS will be contacted to determine more exact flowering dates.
- Record weather conditions, date, and time of search.
- Identify and field survey potential areas of orchid habitat:
 - Identify potential habitat areas on airport property (prairie/unmowed grass) using aerial photography, excluding highly disturbed sites.
 - Field verify presence/absence of prairie vegetation in selected areas.
 - Walk parallel transects located 20 feet apart to survey selected habitat areas.
 - In areas field verified as most likely to support orchid populations (dense vegetation and wetter areas of prairie), resurvey these areas by walking transects 10 feet apart.
- If orchids are encountered, they will be photographed and their locations noted with GPS units.
- Orchids will be keyed in the field by an experienced botanist, using Swink and Wilhelm (1994), to ensure accurate species identification.



Small Sundrops

Oenothera perennis

Survey Protocol, Small Sundrops (*Oenothera perennis*)

This species has been found in several different habitats, including wet meadows, prairies, and old field or pasture areas which have not been too heavily degraded. Any unmowed grassy areas are possible habitats, with slightly wet areas and prairie remnants as the most likely sites. The presence of common, conspicuous prairie species such as prairie dock or big bluestem can help identify prairie areas. Once prairies are located, they should be intensively searched, walking adjacent line transects spaced closely enough to avoid missing any areas of prairie. Wetter areas will be closely inspected, as these areas may be likely to harbor small sundrops. Old fields or areas of unmowed grass may also be examined, although these are slightly less likely to harbor small sundrops.

According to Swink and Wilhelm (1994), small sundrops are fertile from June 2 to July 17. The survey should be conducted during this time. Flowers in the Evening Primrose family typically bloom from evening to morning, and wilt or close in the afternoon, particularly on hot, sunny days. The survey should therefore take place in the morning, during a moderately warm, cloudy day.

Outline of Tasks for Small Sundrops survey

- Conduct field surveys between June 28 and July 11 (coinciding with flowering period for the Eastern Prairie White Fringed Orchid), working in the morning and on cloudy, moderately warm days.
- Record weather conditions, date, and time of search.
- Identify and field survey potential areas of sundrops habitat:
 - Identify potential habitat areas on airport property (prairie/unmowed grass/old field) using aerial photography, excluding highly disturbed sites.
 - Field verify presence/absence of prairie or old field vegetation in selected areas.
 - Walk parallel transects located 20 feet apart to survey selected habitat areas.
 - In areas field verified as most likely to support sundrops populations (dense vegetation and wetter areas of prairie), resurvey these areas by walking transects 10 feet apart.
- If sundrops are encountered, they will be photographed and their locations noted with GPS units.
- Sundrops will be keyed in the field by an experienced botanist, using Swink and Wilhelm (1994), to ensure accurate species identification.

Eastern Massasauga (*Sistrurus catenatus*)**Survey Protocol, Eastern Massasauga (*Sistrurus catenatus*)**

The massasauga is most active on warm, humid, cloudy days, in particular in the morning. Periods of peak activity are the spring emergence (males, females, and juveniles) and mid- to late-summer (pregnant females). Its preferred habitat is wetlands, including shrubby or grassy areas in floodplain and riparian zones; crayfish burrows are used for hibernation, so can serve as an indicator of good quality massasauga habitat.

Search protocol include identifying shrubby or grassy riparian and floodplain zones areas to completing the field survey, and following weather conditions to ensure that the snakes will be most active during survey efforts. Since they are relatively shy animals, conducting the survey under conditions when they are most active will be critical to finding massasaugas, if they are present.

During any construction activity, even if no massasaugas are found, an individual qualified to handle snakes should be on-site, in case snakes are disturbed by earth moving activities. Disturbed snakes should be very carefully captured and moved a short distance (< 50 m) from the project site, to a suitable habitat.

Outline of Tasks for Eastern Massasauga survey (adapted from Casper et al. 2001)

- Conduct field surveys in the morning and on cloudy (>50% cloud cover), moderately warm (50-80° F) days with little wind (<15 mph). Timing the surveys for early July will coincide with one of the two peak periods of massasauga activity (massasaugas emerge in spring; pregnant females will be active from early July to August).
- Record weather conditions, date, and time of search.
- Identify and field survey potential areas of massasauga habitat:
 - Identify potential habitat areas on airport property (forests, wetlands, and prairies, particularly adjacent to floodplains) using aerial photography. Highly disturbed sites and uplands not adjacent to wetlands or riparian areas will be excluded.
 - Field verify presence/absence of appropriate habitat type in selected areas.
 - Walk parallel transects located 50 feet apart to survey selected habitat areas.
 - In areas field verified as most likely to support massasaugas (forest openings, wetlands, wet prairies, and floodplains, especially areas with crayfish burrows), resurvey these areas by walking transects 20 feet apart.
 - A snake hook will be used to push aside dense tussocks of vegetation.
- For any snakes encountered, digital photos will be taken and their locations noted using GPS units. A description of the animal will be written, including snout-vent length estimate, general health notes, macro- and micro-habitat description, behavior, and detection method (sight or sound).
- Photographs will be taken of the surrounding habitat of any snakes encountered, the snake within this environment, the snake's full body, and a zoomed-in shot of the head/neck region.
- Consult with expert herpetologists following the survey to provide accurate identification of all snakes photographed in the field.

References

- Casper, G.S., T.G. Anton, R.W. Hay, A.T. Holycross, R.S. King, B.A. Kingsbury, D. Mauger, C. Parent, C.A. Phillips, A. Resetar, R.A. Seigel, and T.P. Wilson. 2001. Recommended Standard Survey Protocol for the Eastern Massasauga, *Sistrurus catenatus catenatus*. Herpetological Review v. 31.
- Swink, F. and G. Wilhelm. 1994. Plants of the Chicago Region, 4th Edition. Indianapolis: Indiana Academy of Sciences.

**MWH**

Threatened & Endangered Species Survey Datasheet - Animal

Date of Survey _____

Surveyors _____

Species of Interest _____

Start Time _____

End Time _____

Starting Weather Conditions (temperature, relative humidity, wind, % cloud cover) _____

Ending Weather Conditions (temperature, relative humidity, wind, % cloud cover) _____

Habitats Surveyed _____

Species Occurrence	Location/Method (GPS, compass, topo map)	Photo(s)	Behavior	Health	Habitat Description (macro & micro)

Total occurrences per person/hour _____



Threatened & Endangered Species Survey Datasheet - Plant

Date of Survey _____

Surveyors _____

Species of Interest _____

Start Time _____

End Time _____

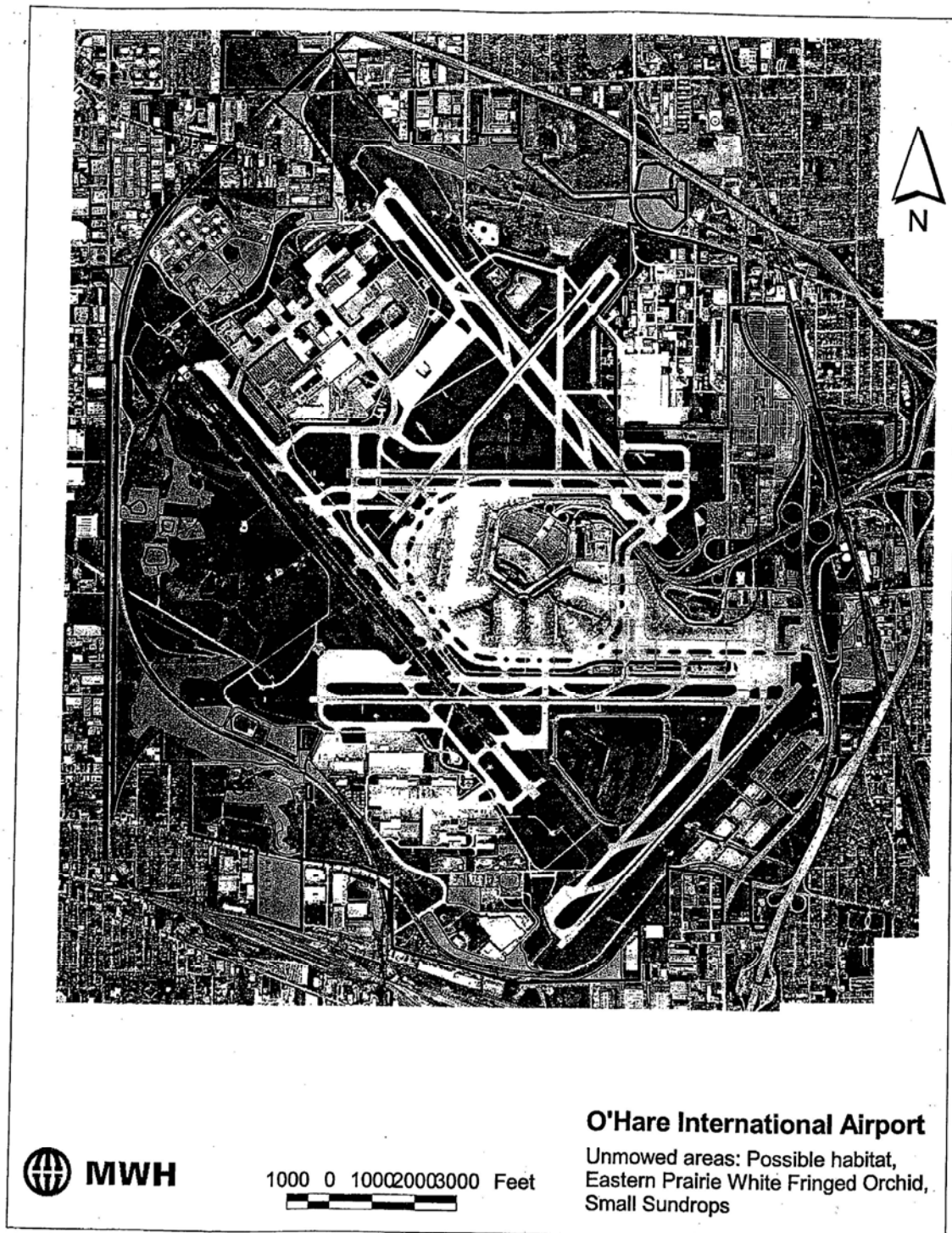
Starting Weather Conditions (temperature, relative humidity, wind, % cloud cover) _____

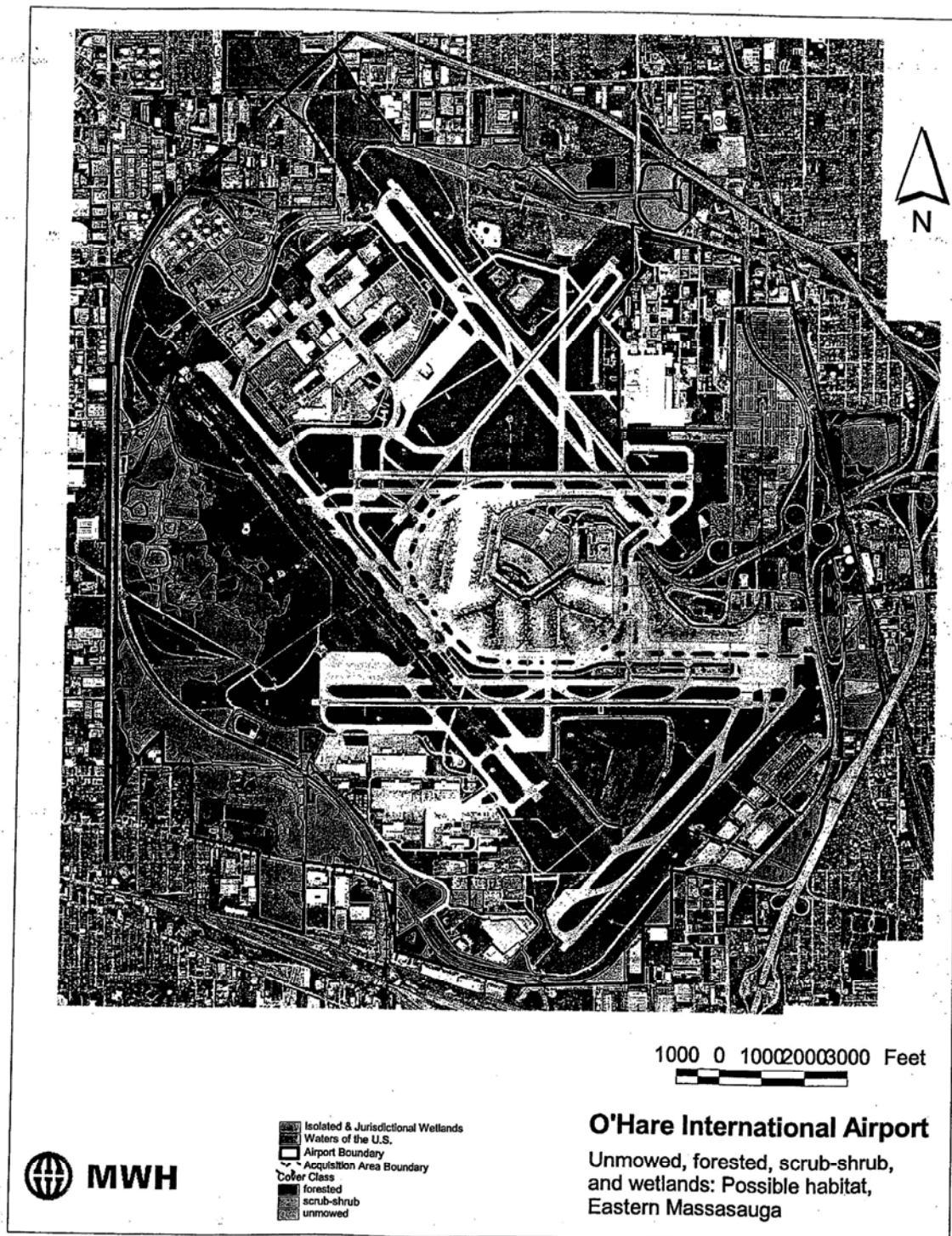
Ending Weather Conditions (temperature, relative humidity, wind, % cloud cover) _____

Habitats Surveyed _____

Species Occurrence	Location/Method (GPS, compass, topo map)	Photo(s)	Phenology	Est. Local Population Size	Habitat Description (macro & micro)

Total occurrences per person/hour _____







United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

IN REPLY REFER TO:
FWS/AES-CIFO/T914

May 22, 2003

Mr. Pete Mulvaney
Montgomery Watson Harza
175 West Jackson Boulevard, Suite 1900
Chicago, Illinois 60604-2814

Dear Mr. Mulvaney:

This responds to your request dated April 23, 2003 for information on proper survey protocols for the Eastern prairie white fringed orchid (*Platanthera leucophaea*), small sundrops (*Oenothera perennis*), and the Eastern massasauga (*Sistrurus catenatus*).

This office cannot comment on State-listed species i.e. small sundrops (*Oenothera perennis*). However your survey protocols for *Sistrurus catenatus* (a federal candidate species) and *Platanthera leucophaea* (a federally threatened species) seem very much to reflect the view of this office. We do, however, have one comment on the described habitat of the Eastern prairie fringed orchid (*Platanthera leucophaea*). Although it is true that the species does not survive much degradation of native prairies, besides focusing on prairies, searches should also focus on mesic prairie, wet prairie, sedge meadow, fen, sphagnum bog, and marsh edges. In addition, habitats in early or mid-successional phases may be important in providing the sunny, open conditions required by the orchid. If, when conducting your surveys, any orchids are found please notify this office immediately.

We'd like to take this opportunity to thank you for submitting your survey protocols for review.

This letter only addresses federally listed species; the Illinois Department of Natural Resources should be contacted for information on State-listed species (small sundrops).



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

JUL 18 2003

Mr. John D. Rogner
Field Supervisor, Chicago, Illinois Field Office
U.S. Fish and Wildlife Service
1250 Grove Avenue (Suite # 103)
Barrington, Illinois 60010

Dear Mr. Rogner:

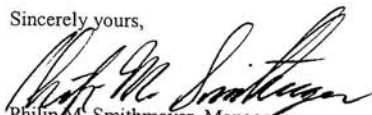
The purpose of this letter is to offer your agency the opportunity to serve as a Cooperating Agency with the Federal Aviation Administration (FAA), within the context of the forthcoming Environmental Impact Statement (EIS) concerning the City of Chicago's concept for expanding and realigning O'Hare International Airport.

As described in the Council on Environmental Quality Regulations (40 CFR 1501.6), it appears that your agency has jurisdiction by law, and/or possesses special expertise, with respect to one or more environmental issues likely to be addressed in the forthcoming EIS as identified above. In providing your agency's decision on Cooperating Agency status, please note that FAA does not anticipate a request for your agency to write, or otherwise produce, any portion of the forthcoming EIS.

Irrespective of your decision regarding Cooperating Agency status, FAA fully intends to arrange for meetings with you, and/or your representative(s), on a recurring basis to discuss matters such as Purpose and Need and Range of Alternatives to be Evaluated in Detail, prior to issuance of the Draft EIS. Subject to your agency's concurrence, FAA also proposes to initiate these pre-Draft EIS meetings as soon as it may be determined mutually convenient to do so.

I hope your response will be forthcoming within thirty days following receipt of this letter. In the meantime, if you have any questions concerning Cooperating Agency status, please contact Mike MacMullen of the Chicago Airports District Office at 847/294-7522.

Sincerely yours,



Philip M. Smithmeyer, Manager
Chicago Airports District Office

cc: Shawn Cirton, U.S. Fish and Wildlife Service, Barrington, Illinois



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

In Reply Refer To:
FWS/AES-CIFO/T1488

September 10, 2003

Mr. Philip M. Smithmeyer
Manager
Chicago Airports District Office
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60018

Dear Mr. Smithmeyer:

This responds to your letter dated July 18, 2003, offering the U.S. Fish and Wildlife Service the opportunity to serve as a cooperating agency with the Federal Aviation Administration (FAA) as you prepare an environmental impact statement for the expansion and realignment of O'Hare International Airport. Our understanding of your request is that we would provide technical assistance during the preparation of the EIS, but would not actually draft any sections.

We are pleased to accept this offer. Our agency representative for this effort will be Ms. Karla Kramer, our Assistant Field Supervisor. If you have any questions, she can be reached at (847) 381-2253 ext. 230.

Sincerely,

John D. Rogner
Field Supervisor

**United States Department of the Interior**

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

IN REPLY REFER TO:
FWS/AES-CIFO/4-0077

March 16, 2004

Mr. John Chitty
Montgomery Watson Harza
175 West Jackson Boulevard
Chicago, Illinois 60604

Dear Mr. Chitty:

This responds to your letter dated September 29, 2003 seeking concurrence on surveys conducted for the eastern prairie fringed orchid (*Platanthera leucophaea*) and the eastern massasauga (*Sistrurus catenatus*).

We are pleased with the survey results that were submitted to our office. Additionally, we are pleased with the survey protocols. Again, we thank you for the opportunity to review the survey protocols and results, and concur with your conclusion that the eastern prairie fringed orchid and eastern massasauga are not present.

If you have any questions, please contact Mr. Shawn Cirton at 847/381-2253, ext. 236.

Sincerely,

A handwritten signature in black ink, which appears to read "Karl D. Rogner".

John D. Rogner
Field Supervisor

cc: MWH, Mulvaney

T.5.5 IDNR

Extensive coordination with the IDNR was required for handling wetland mitigation, as well as correspondence related to threatened and endangered species.

As documented in **Table T-1**, several meetings between the FAA and the IDNR were held throughout the development of the EIS. Topics for these meetings included:

- Discussion of analyses conducted on natural resource impacts
- Discussion of wetland and biotic communities impact analyses

Further information regarding the date and location of these meetings can be found in **Table – T-1**.

The following pages document key correspondence with the IDNR throughout the development of this EIS.



Illinois Department of Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271

George H. Ryan, Governor • Brent Manning, Director

<http://dnr.state.il.us>

January 6, 2003

Peter Mulvaney
Montgomery Watson Harza
18th Floor
175 West Jackson Boulevard
Chicago, IL 60604

Re: Information Request

Dear Mr. Mulvaney:

I have reviewed the Natural Heritage Database for the presence of endangered and threatened species, Illinois Natural Area Inventory (INAI) sites, and dedicated Illinois Nature Preserves within the project area you provided. According to the Database, there is a known occurrence of the state-listed Small sundrops (*Oenothera perennis*) in the southeast quarter of Section 10, Township 40 North, Range 12 East. Additionally, just outside the project boundary in the west half of Section 14, Township 40 North, Range 12 East there is an INAI site with a listed species. Schiller Woods Prairie INAI site supports the state and federally-listed Eastern prairie fringed orchid (*Platanthera leucophaea*).

Please be aware that the Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of significant features in any part of Illinois. The reports only summarize the existing information regarding the natural features or locations in question known to the Division of Natural Heritage at the time of the inquiry. This response should not be regarded as a final statement on the site being considered, nor should it be a substitute for field surveys required for environmental assessments.

If you have any questions or need additional information, please do not hesitate to contact me at 217-785-5500.

Sincerely,

Heather C. Ryan
GIS Program Manager
Division of Resource Review & Coordination

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Illinois
Department of
Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271

<http://dnr.state.il.us>

Rod R. Blagojevich, Governor

April 22, 2003

Mr. John Chitty
Principal Environmental Scientist
MHW Americas, Inc.
175 West Jackson Blvd.
Chicago, Illinois 60604

RE: O'Hare Modernization
Program
O'Hare International Airport
Protocol Survey for T&E
Species

Dear Mr. Chitty:

Thank you for sending the Protocol Survey for our review. The Illinois Department of Natural Resources (IDNR) has reviewed the above referenced project and has the following comments.

A) A recent review of our database resulted in no threatened or endangered state species present within the project area. This is not a substitute for actual field surveys.

B) The plant and animal surveys scheduled for the above project should be coordinated with the Illinois Department of Natural Resources for review and comment. If any state listed species are found, it will be recommended that the project sponsor work with the Department in filing an Incidental Take Authorization application. This process is authorized by Section 5.5 of the Illinois Endangered Species Protection Act (520 ILCS 10/5.5).

Thank you for the opportunity to comment on this environmental document. If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,

Steve Hamer
Transportation Review Program Manager
Division of Resource Review and Coordination
Office of Realty & Environmental Planning

cc: file



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

JUL 18 2003

Mr. Steve Hamer
Transportation Program Manager
Illinois Department of Natural Resources
1 Resources Way
Springfield, Illinois 62702-1271

Dear Mr. Hamer:

The purpose of this letter is to offer your agency the opportunity to serve as a Cooperating Agency with the Federal Aviation Administration (FAA), within the context of the forthcoming Environmental Impact Statement (EIS) concerning the City of Chicago's concept for expanding and realigning O'Hare International Airport.

As described in the Council on Environmental Quality Regulations (40 CFR 1501.6), it appears that your agency has jurisdiction by law, and/or possesses special expertise, with respect to one or more environmental issues likely to be addressed in the forthcoming EIS as identified above. In providing your agency's decision on Cooperating Agency status, please note that FAA does not anticipate a request for your agency to write, or otherwise produce, any portion of the forthcoming EIS.

Irrespective of your decision regarding Cooperating Agency status, FAA fully intends to arrange for meetings with you, and/or your representative(s), on a recurring basis to discuss matters such as Purpose and Need and Range of Alternatives to be Evaluated in Detail, prior to issuance of the Draft EIS. Subject to your agency's concurrence, FAA also proposes to initiate these pre-Draft EIS meetings as soon as it may be determined mutually convenient to do so.

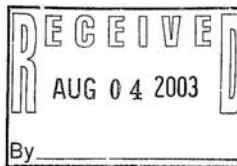
I hope your response will be forthcoming within thirty days following receipt of this letter. In the meantime, if you have any questions concerning Cooperating Agency status, please contact Mike MacMullen of the Chicago Airports District Office at 847/294-7522.

Sincerely yours,

Philip M. Smithmeyer, Manager
Chicago Airports District Office

**Illinois Department of
Natural Resources**

One Natural Resources Way • Springfield, Illinois 62702-1271
<http://dnr.state.il.us>



Rod R. Blagojevich, Governor

Joel Brunsvold, Director

July 22, 2003

Mr. Philip M. Smithmeyer
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60018

RE: O'Hare International
Airport
Expansion and Modernization
City of Chicago

Dear Mr. Smithmeyer:

Thank you for the opportunity to participate as a Cooperating Agency in the development of the Environmental Impact Statement for the above referenced project. It is important that the Illinois Department of Natural Resources be involved in the review process to assure resource protection and compliance with the state Endangered Species Protection Act and the Interagency Wetlands Policy Act of 1989.

Please address all correspondence and meeting agendas to Mr. Steve Hamer of the Office of Realty and Environmental Planning, Division of Resource Review and Coordination at One Natural Resources Way, Springfield, Illinois 62702-1271.

Sincerely,

Steve Hamer
Transportation Review Program Manager
Division of Natural Resource Review and Coordination

cc: file

Printed on recycled and recyclable paper

TELEPHONE LOG
Landrum & Brown

Date: October 16, 2003

Participant(s): Sara Hassert, Landrum & Brown
Pete Mulvaney, MWH

Subject: IDNR Database, ORD OMP Affected Environment

Notes:

Ms Hassert called Mr. Mulvaney to determine whether the IDNR database has been updated. Mr. Mulvaney informed Ms. Hassert that the IDNR database is continually reviewed and updated.

**Illinois Department of
Natural Resources**

One Natural Resources Way • Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Rod R. Blagojevich, Governor

Joel Brunsvold, Director

October 22, 2003

Mr. John Chitty
Principal Environmental Scientist
MHW Americas, Inc.
175 West Jackson Blvd.
Chicago, Illinois 60640

RE: O'Hare Modernization
Program
O'Hare International Airport
Survey for T&E Species
Report

Dear Mr. Chitty:

Thank you for sending the TES Survey Reports for our review. The Illinois Department of Natural Resources (IDNR) has reviewed the above referenced project report and concurs that the three listed species are probably not present at this time due to the lack of habitat as indicated in the report.

Even though habitat does not exist at this time things can change over a period of time. Since this project is several years away, we would recommend surveys again before construction commences, to assure all efforts have been made to avoid impacts to these species.

Thank you for the opportunity to comment on this environmental document. If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,

Steve Hamer
Transportation Review Program Manager
Division of Resource Review and Coordination
Office of Realty & Environmental Planning

cc: file

Printed on recycled and recyclable paper



PHONE MEMORANDUM

DATE: 19 NOVEMBER 2003
TO: File – OMP AE Technical Working Paper
FROM: Shari Cannon-Mackey
CC:
SUBJECT: T/E species clearance, phone conversation w/John Chitty (MWH)

I spoke with John Chitty (MWH) regarding the letter received from IDNR, dated 22 October 2003, providing clearance for the T&E species report provided for review. I requested clarification of which species the report(s) was submitted for. Mr. Chitty indicated that survey reports were submitted for the following species and that the 22-Oct-03 letter was providing clearance for them.

- Eastern prairie white fringed orchid (*Platanthera leucophaea*)
- Small sundrops (*Oenothera perennis*)
- Eastern massasauga (*Sistrurus catenatus catenatus*)

City of Chicago
 Richard M. Daley, Mayor
 O'Hare Modernization Program
 Rosemarie S. Andolino
 Executive Director
 755 West Higgins Road
 Suite 610
 Chicago, Illinois 60631
 (773) 243-8545
 (773) 243-8537 (FAX)
 North LaSalle Street
 Suite 1230
 Chicago, Illinois 60602
 (12) 742-6367
 (12) 742-9637 (FAX)
<http://www.ohare.com>



August 16, 2004

Mr. Gary W. Jereb, P.E.
 Chief
 Illinois Department of Natural Resources
 Northeastern Illinois Regulatory Programs Section
 Office of Water Resources
 2050 West Stearns Road
 Bartlett, IL 60103

Subject: Floodway Construction Permit Application for Willow-Higgins Creek Relocation

Dear Mr. Jereb:

The City of Chicago O'Hare Modernization Program on behalf of the Department of Aviation is pleased to submit the enclosed joint permit application and report in support of a floodway construction permit for the proposed Willow-Higgins Creek Relocation in Cook County, Illinois.

The proposed project would consist of relocating and stabilizing portions of Willow-Higgins, Willow, and Higgins Creeks as part of the O'Hare Modernization Program. The subject reaches of Willow-Higgins and Higgins Creeks between Lee Street and Touhy Avenue are mapped as Zone AE floodplain while the subject reach of Willow Creek is not identified according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map. The following plan set and supporting information is provided with this letter:

- "O'Hare Modernization Program Conceptual Engineering – Work Authorization #10 – Willow-Higgins Creek Relocation" prepared by Christopher B. Burke Engineering Ltd., dated November 2003.
- "Report in Support of an IDNR-OWR Floodway Construction Permit for Willow-Higgins Creek Relocation, Cook County, Illinois" prepared by Christopher B. Burke Engineering, Ltd., dated June 2004.

The Willow-Higgins Creek Relocation was designed in accordance with the criteria agreed upon at the April 23, 2003 meeting between



the Illinois Department of Natural Resources and Christopher B. Burke Engineering, Ltd. (a member of the BPC Airport Partners Team).

The enclosed report, which was prepared by Christopher B. Burke Engineering, Ltd., demonstrates that the Willow-Higgins Creek Relocation complies with all applicable State and FEMA National Flood Insurance Program Code of Federal Regulations rules.

Should you have any questions or comments regarding this submittal, please contact Christopher Arman, Deputy Director of the O'Hare Modernization Program at (773) 243-8552.

Sincerely,



Rosemarie S. Andolino
Executive Director



City of Chicago
Richard M. Daley, Mayor

O'Hare Modernization Program

Rosemarie S. Andolino
Executive Director

55 West Higgins Road
Suite 610
Chicago, Illinois 60631

(312) 243-8545
(312) 243-8537 (FAX)

30 North LaSalle Street
Suite 1230
Chicago, Illinois 60602

(312) 742-6367
(312) 742-9637 (FAX)

<http://www.ohare.com>



August 16, 2004

Mr. Gary W. Jereb, P.E.
Chief
Illinois Department of Natural Resources
Northeastern Illinois Regulatory Programs Section
Office of Water Resources
2050 West Stearns Road
Bartlett, IL 60103

**Subject: Floodway Construction Permit Application for the South
Detention Basin Modifications, O'Hare Modernization
Program (CBEL Project No. 03-12)**

Dear Mr. Jereb:

The City of Chicago O'Hare Modernization Program on behalf of the Department of Aviation, is submitting the enclosed joint permit application form and report in support of a floodway construction permit for the South Detention Basin improvements.

The proposed project will consist of grading and excavation of the existing South Detention Basin as part of the O'Hare Modernization Program (OMP). The project will divert 762 acres of tributary area to the Crystal Creek watershed from the Bensenville Ditch watershed. The tributary area to the South Detention Basin is greater than one square mile, and therefore IDNR-OWR approval is required under Part 3700 rules for construction in floodways of Rivers, Lakes, and Streams. The following report for this project is enclosed with this letter:

- "Floodway Construction Permit Application For Improvements to the South Detention Basin in Crystal Creek Watershed" prepared by Christopher B. Burke Engineering, Ltd., dated April 2004.

The enclosed report demonstrates that the proposed project complies with all applicable State rules for construction in floodways and that the proposed watershed diversion will not negatively impact flowrates or stages on Crystal Creek, and will have a positive impact on Bensenville Ditch flowrates and stages.



If you have any questions or comments regarding this submittal, please contact Christopher Arman, Deputy Director of the O'Hare Modernization Program at (773) 243-8552.

Sincerely,

A handwritten signature in dark ink, appearing to read "Rosemarie S. Andolino", written in a cursive style.

Rosemarie S. Andolino
Executive Director

T.5.6 FHWA

As documented in **Table T-1**, several meetings between the FAA and the FHWA were held throughout the development of the EIS. Topics for these meetings included:

- Discussion of surface transportation impact analysis
- Discussion of potential western access at O'Hare
- Review of purpose and need as well as project alternatives

Further information regarding the date and location of these meetings can be found in **Table T-1**.

The following pages document key correspondence with the FHWA throughout the development of this EIS.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

JUL 18 2003

Mr. Norman Stoner
Administrator, Illinois Division
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

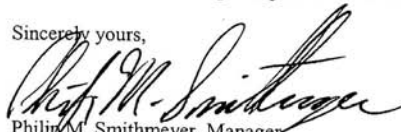
The purpose of this letter is to offer your agency the opportunity to serve as a Cooperating Agency with the Federal Aviation Administration (FAA), within the context of the forthcoming Environmental Impact Statement (EIS) concerning the City of Chicago's concept for expanding and realigning O'Hare International Airport.

As described in the Council on Environmental Quality Regulations (40 CFR 1501.6), it appears that your agency has jurisdiction by law, and/or possesses special expertise, with respect to one or more environmental issues likely to be addressed in the forthcoming EIS as identified above. In providing your agency's decision on Cooperating Agency status, please note that FAA does not anticipate a request for your agency to write, or otherwise produce, any portion of the forthcoming EIS.

Irrespective of your decision regarding Cooperating Agency status, FAA fully intends to arrange for meetings with you, and/or your representative(s), on a recurring basis to discuss matters such as Purpose and Need and Range of Alternatives to be Evaluated in Detail, prior to issuance of the Draft EIS. Subject to your agency's concurrence, FAA also proposes to initiate these pre-Draft EIS meetings as soon as it may be determined mutually convenient to do so.

I hope your response will be forthcoming within thirty days following receipt of this letter. In the meantime, if you have any questions concerning Cooperating Agency status, please contact Mike MacMullen of the Chicago Airports District Office at 847/294-7522.

Sincerely yours,



Philip M. Smithmeyer, Manager
Chicago Airports District Office

cc: J.D. Stevenson, FHWA, Springfield, Illinois



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

September 10, 2003

HPP-IL

Mr. Philip M. Smithmeyer, Manager
Chicago Airports District Office
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60018

Dear Mr. Smithmeyer:

We are writing in response to your July 18, 2003 letter offering our agency the opportunity to serve as a Cooperating Agency with the Federal Aviation Administration (FAA), within the context of the forthcoming Environmental Impact Statement (EIS) concerning the City of Chicago's concept for expanding and realigning O'Hare International Airport. Considering the importance of this air transportation project for the Chicago region and the possible impacts to the highway system, the traveling public, and the movement of goods in this area, the Federal Highway Administration (FHWA) accepts your offer to serve as a Cooperating Agency.

As indicated in your letter, it is understood that the FHWA will not be requested to write, or otherwise produce, any portion of the forthcoming EIS. The FHWA fully intends to participate in meetings as needed with the FAA to discuss matters such as Purpose and Need and Range of Alternatives to be Evaluated in Detail.

Thank you for the opportunity to serve in this capacity for such an important transportation improvement. Future coordination on this project can be provided through Chris Byars, Transportation Engineer, of our Chicago Metropolitan Office, 312-886-1616 and/or J.D. Stevenson, Environmental Programs Engineer, 217-492-4638.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Norman R. Stoner".

Norman R. Stoner, P.E.
Division Administrator

T.5.7 IDOT

As documented in **Table T-1**, several meetings between the FAA and the IDOT were held throughout the development of the EIS. Topics for these meetings included:

- Discussion of surface transportation impact analysis
- Discussion of potential western access at O'Hare

Further information regarding the date and location of these meetings can be found in **Table – T-1**.

The following pages document key correspondence with the IDOT throughout the development of this EIS.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

JUL 18 2003

Mr. Timothy Martin
Secretary, Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

Dear Secretary Martin:

The purpose of this letter is to offer your agency the opportunity to serve as a Cooperating Agency with the Federal Aviation Administration (FAA), within the context of the forthcoming Environmental Impact Statement (EIS) concerning the City of Chicago's concept for expanding and realigning O'Hare International Airport.

As described in the Council on Environmental Quality Regulations (40 CFR 1501.6), it appears that your agency has jurisdiction by law, and/or possesses special expertise, with respect to one or more environmental issues likely to be addressed in the forthcoming EIS as identified above. In providing your agency's decision on Cooperating Agency status, please note that FAA does not anticipate a request for your agency to write, or otherwise produce, any portion of the forthcoming EIS.

Irrespective of your decision regarding Cooperating Agency status, FAA fully intends to arrange for meetings with you, and/or your representative(s), on a recurring basis to discuss matters such as Purpose and Need and Range of Alternatives to be Evaluated in Detail, prior to issuance of the Draft EIS. Subject to your agency's concurrence, FAA also proposes to initiate these pre-Draft EIS meetings as soon as it may be determined mutually convenient to do so.

I hope your response will be forthcoming within thirty days following receipt of this letter. In the meantime, if you have any questions concerning Cooperating Agency status, please contact Mike MacMullen of the Chicago Airports District Office at 847/294-7522.

Sincerely yours,

Philip M. Smithmeyer, Manager
Chicago Airports District Office

cc: Richard Christopher, IDOT, Office of the Chief Counsel, Chicago, Illinois



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

August 11, 2003

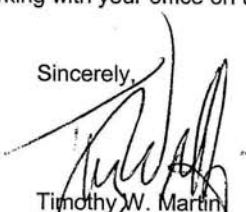
Mr. Philip M. Smithmeyer
Manager, Chicago Airports District Office
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. Smithmeyer:

Thank you for your recent letter dated July 18, 2003 regarding the city of Chicago and O'Hare International Airport. In your letter you invited the Illinois Department of Transportation (IDOT) to be a cooperating agency in the FAA's Environmental Impact Statement for expanding and realigning O'Hare International Airport. You also pointed out that representatives of IDOT would be consulted on a regular basis whether or not the department elects to be a cooperating agency.

Although the department appreciates your offer, we must respectfully decline. Representatives from the department's District 1 highway office and Division of Aeronautics will continue to monitor this project and provide comments when appropriate. We look forward to working with your office on the successful completion of this project.

Sincerely,


Timothy W. Martin
Secretary

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ATTACHMENT T-1

FAA PUBLIC OUTREACH PROGRAM

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O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS)



Public Outreach Program



Federal Aviation Administration (FAA)

June 2003

Public Outreach Narrative

An effective airport environmental impact statement (EIS) public outreach program should fulfill the Agency's role concerning public involvement in a manner that reflects: (1) local concerns; (2) the nature of the project; and (3) the stage or phase of the planning process. The FAA Community Involvement Manual recommends four primary goals for community involvement in the context of airport development projects.

- **Inform and educate the public.** Providing accurate timely information reduces unfounded and needless concern. Conversely, the absence of information may lead to unfounded speculation about the project and its consequences.
- **Gather information from the public.** An understanding of local conditions and concerns enables decision-makers to incorporate these concerns in the consideration and evaluation of alternatives and development of mitigation options.
- **Conflict resolution.** Given the wide range of interests involved in a major airport development program, differences of opinion are almost inevitable. A well-designed public outreach program provides an opportunity to identify areas of potential agreement.
- **Establish the credibility of the decision-making process.** Because complete agreement on all solutions is not possible, public decisions derive legitimacy from the belief that they will be arrived at in a fair manner. Decision-making must be open and visible, so the public can make its own judgment about whether the decision making process was fair.

The following program narrative applies these goals and principles to the FAA's development of an EIS for the O'Hare Modernization Program (OMP) proposed by the City of Chicago (City) under the National Environmental Policy Act of 1969 (NEPA).

Background

The OMP is a major airport development program of significant importance to the National Airspace System (NAS), the City, and the surrounding metropolitan area. As a result, there is keen interest at all levels of government, throughout the general public, and by each regulatory agency, which will be asked to participate in the environmental analysis process. The City is developing an Airport Master Plan, which sets forth the basis for OMP. The Federal Aviation Administration (FAA) has been and continues to be involved in the funding and review of the OMP Master Plan. In conformance with NEPA, an Environmental Impact Statement (EIS) is being prepared by the FAA, which will evaluate the impacts of the OMP.

In keeping with the FAA's responsibilities under NEPA and the importance of this project, the Agency has developed a public outreach program that will accomplish the goals described above. FAA's Public Outreach will inform the community about the EIS and provide a forum for the public input on the EIS. The details developed through the master planning process will naturally flow to and through the EIS public outreach program.

FAA has examined a range of possibilities for outreach and recognizes that outreach techniques must be tailored to meet the needs of different audiences and be suitable for the specific goals being met at each phase of the process. Exhibit #1 (attached) provides a Public Outreach and Agency Coordination spreadsheet that documents where FAA has been involved (pre-coordination meetings and scoping) and where it intends to go relative to EIS Public Outreach for OMP. Three specific outreach areas are represented on Exhibit # 1 and are repeated below:

- Scoping
- Agency Coordination
- Public Outreach

A variety of public outreach program formats, specifically including utilization of project-specific citizens advisory committees were considered for utilization within the O'Hare EIS Public Outreach process. FAA earnestly sought to depart from past efforts where the public outreach format resulted in disorganized meetings impacting their effectiveness. The FAA has instead focused on finding and utilizing an outreach structure which provides a "safe," comfortable, and non-intimidating meeting environment. The FAA believes that the maximum opportunity for information exchange is a structure without concomitant utilization of techniques including live microphones, formalized oral presentations, and "chairing" meetings with hearing officers, etc. The outreach meeting structure FAA will utilize provides for information boards, which can be reviewed at each attendee's own pace. FAA representatives will be available during the meetings to answer questions of importance and concern to the individual attendees. FAA's outreach structure will also offer the use of follow-up mailings back to FAA. Follow-up mailings offer the attendee the ability to ask questions/raise issues for further consideration in the period of time (generally 30 days) following the meeting date. All of this opportunity for information exchange is facilitated within the structure.

Chapter 2, Paragraph 18.b., Public Involvement of FAA Order 5050.4A

"An effective opportunity to comment at appropriate stages in the decision making process shall be provided to communities, citizens groups, and other individuals affected by airport proposals submitted to the FAA. They shall also provide an opportunity to review and comment on draft and final statements."

Chapter 2, Paragraph 29., Citizen Involvement, of FAA Order 1050.1D Policies and Procedures For Considering Environmental Impacts

"Citizen Involvement, where appropriate, shall be initiated at the earliest practical time and continued throughout the development of the proposed project in order to obtain meaningful input."

"Comments from individuals and groups shall be considered in preparing an EIS or FONSI."

FAA's Public Outreach for OMP

Exhibit #1 demonstrates the FAA's intention to go "above and beyond" the statutory requirements of NEPA and applicable FAA Orders. To this end, FAA identified the following four (4) objectives to enhance the level of Public Outreach during the preparation of the OMP-EIS.

Objective #1: Obtain necessary public input as required by the NEPA process.

This document discusses how this input will be obtained. In addition, Exhibit #1 attempts to define where and when opportunities will be afforded to the public, agencies, and others to seek said input. This effort, as a minimum, will ensure that FAA has met the statutory requirement.

Objective #2: Obtain specific project insight necessary to conduct a thorough and accurate environmental analysis.

The City, through its professional aviation staff and consultants, is proposing a program for development (OMP). As part of FAA's role on the EIS, all environmental material presented/submitted to the FAA, by the City and other interested parties, will be addressed or verified and validated. FAA or its Third Party Contractor (TPC) will be performing the actual technical analyses for the various environmental impacts, especially noise and air quality.

Objective #3: Educate and inform as to the details of the project.

This objective seeks to address all four primary goals previously mentioned on page number one of this document. See the Supporting Initiatives below.

Objective #4: Establish the credibility of the decision making process.

The FAA wants fair and open access to the public concerning the EIS. FAA will provide proactive, early, and ongoing public and agency involvement. There has been and will be public access to information. See the Supporting Initiatives below.

Supporting Initiatives

The FAA will provide a wide range of outreach techniques to enhance the flow of information to and from the interested public and other agencies. To that end, FAA has established the following support initiatives for the OMP EIS:

Establishment of a Public Website

On Friday April 25, 2003, FAA launched a public Web site dedicated to the OMP EIS. In an effort to reach out to the public with relevant and current information about its development and processing of the OMP-EIS, the FAA has developed this site to provide information and help keep people informed about the process. Several features of the new web site include:

- Project Background
- Project Description
- An Overview of the EIS Process
- Public Outreach Initiatives
- Related Links (Federal, State and Local Agencies)
- Web Site Compliance with Section 508 of the Rehabilitation Act

FAA will update the site as progress is made on the OMP EIS and as various project milestones are met. The address of the site is indicated below:

<http://www.OMPEIS.net>

Establishment of the Chicago Area Modernization Program Office

In a memorandum dated April 14, 2003 to the FAA Management Board, FAA Administrator Marion Blakey established a formal Chicago Area Modernization Program Office; three excerpts of that memorandum are quoted as follows:

We have established a Chicago Area Modernization Program Office, AGL-ICM to ensure FAA commitments are kept.

Specifically, this office will:

Provide FAA corporate oversight for the integration of all necessary FAA activities associated with the O'Hare modernization work, to assure that facilities, equipment, airspace changes, procedures, and staffing are appropriately addressed.

Please ensure the high priority of this program is conveyed within your organization and that your personnel called upon to support the program are adequately resourced.

The directive will result in a better-informed public and a process that goes to new levels to communicate the process and the various aspects of OMP.

Establishment of an FAA Document Website

In an effort to better allow interested citizens the ability to access current information about the OMP, the FAA is establishing a Document Website. The website address is: <http://www.agl.faa.gov/omp>. This FAA Document Website will include documents, releasable under FOIA, related to the OMP work that the FAA is undertaking.

From the Web site:

This web page has been established by the Federal Aviation Administration's Chicago Area Modernization Program Office, located at the FAA Great Lakes Regional Office in Des Plaines, IL. The primary purpose of this page is to provide, to the public, access to information related to FAA's work on the City of Chicago's O'Hare Modernization Program (OMP) initiative. The documents and information contained herein attempt to capture and reflect much of the coordination and technical exchange that FAA has accomplished with the City of Chicago throughout their development of the OMP concept, including the current technical and environmental review processes being performed by FAA. Although this web site is not intended to include all documents on the OMP subject, it is our intent that the documents included provide a good overview of FAA's interaction with the City of Chicago relating to the City's OMP initiative.

FAA intends to update this site as the project moves forward. Initially, FAA will be adding existing documents to this site on a regular basis. As future documents are generated, these documents will also be added to this document library.

Unlike FAA's OMP-EIS Website, this site will contain information associated with FAA's involvement with the OMP Master Planning process.

Additional Public Outreach Sessions

One Public Outreach Session was already held on March 19, 2003. The FAA objectives of the session included:

- Description of the EIS Process;
- Identification of key components of the FAA's Preliminary Draft Purpose and Need for the OMP-EIS;
- Receipt of public input and written comments concerning the FAA's Preliminary Draft Purpose and Need;

This public outreach session was conducted at the Four Points Sheraton Hotel in Schiller Park. Representatives of the FAA and its EIS contractor team were available to address questions and concerns regarding the project. Comments were submitted to the FAA as a result of that Outreach Session. Those comments will be evaluated and, as appropriate, will be incorporated into FAA's further work in developing the Draft Environmental Impact Statement. FAA intends to conduct additional General Public Outreach Sessions before the Draft EIS is made available to the public. Although specific details have not been finalized, these sessions are anticipated to address the topics listed below either in some combination or individually:

- Alternatives
- Environmental Justice
- Environmental Consequences
- Draft Environmental Impact Statement

When these initiatives are carried out by the FAA, the credibility of the decision making process should be realized and exceeded for this project.

After the Draft EIS

Exhibit # 1 reflects that FAA's Public Outreach for the OMP-EIS does not continue following the issuance of the Draft EIS near that point in the process. FAA intends to further define opportunities for public outreach (after the Draft EIS and before issuance of the Final EIS). The detail and extent of public outreach beyond the Draft EIS will be clarified in an update of this document.

FEDERAL AVIATION ADMINISTRATION O'Hare Modernization Program - EIS							
Public Outreach and Agency Coordination							
Type	Topic	Type of Notification	Target Date	Actual Date	Participants	Location	Purpose
Scoping	Agency Scoping 1	Federal Register Notice, Letter of Invitation	August 19, 02	August 19, 02	FAA, TPC, FHWA, IDOT, IHPA, IEPA, IDNR, City of Chicago (City)	Springfield, IL	Gather information and inform government agencies ²
	Agency Scoping 2	Federal Register Notice, Letter of Invitation	August 20, 02	August 20, 02	FAA, TPC, FHWA, USEPA, City	Chicago, IL	Gather information and inform government agencies ²
	Public Scoping 1	Federal Register Notice, Local Newspapers, Letter of Invitation	August 21, 02	August 21, 02	FAA, TPC, City General Public	Des Plaines, IL	Gather information/inform the Public ²
	Public Scoping 2	Federal Register Notice, Local Newspapers, Letter of Invitation	August 22, 02	August 22, 02	FAA, TPC, City, General Public	Elk Grove, IL	Gather information/inform the Public ²
Agency Coordination ¹	Agency Coordination 1	Informal ³	October 25, 02	October 25, 02	FAA, TPC, USEPA, City	Chicago, IL	Follow-up to Scoping Meeting, Air Quality
	Agency Coordination 2	Informal ³	November 4, 02	November 4, 02	FAA, TPC, USEPA, City	Chicago, IL	Follow-up to Scoping Meeting, Air Quality
	Agency Coordination 3	Informal ³	November 7, 02	November 7, 02	FAA, TPC, FHWA, IDOT, ISTHA, City	Springfield, IL	Follow-up to Scoping Meeting, Surface Transportation, Western Access
	Agency Coordination 4	Informal ³	November 7, 02	November 7, 02	FAA, TPC, IHPA, City	Springfield, IL	Follow-up to Scoping Meeting, Cultural Resources
	Agency Coordination 5	Informal ³	November 8, 02	November 8, 02	FAA, TPC, IDNR, City	Springfield, IL	Follow-up to Scoping Meeting, Natural Resources
	Agency Coordination 6	Informal ³	November 8, 02	November 8, 02	FAA, TPC, IEPA, City	Springfield, IL	Follow-up to Scoping Meeting, Air Quality
	Agency Coordination 7	Informal ³	December 18, 02	December 18, 02	FAA, TPC, USDA, City	FAA Des Plaines, IL	Wildlife Attractant Issues, Water Resources and Detention
	Agency Coordination 8	Informal ³	February 28, 03	February 28, 03	FAA, TPC, USEPA, City	Chicago, IL	Air Quality Coordination
	Agency Coordination 9	Informal ³	April 10, 03	April 10, 03	FAA, IDOT, TPC	Des Plaines, IL	Surface Transportation, Western Access Coordination
	Agency Coordination 10	Informal ³	April 25, 03	April 25, 03	FAA, CATS, TPC	Des Plaines, IL	Surface Transportation Coordination
	Agency Coordination 11	TBD	TBD	TBD	USDA	TBD	TBD
	Agency Coordination 12	TBD	TBD	TBD	USFW	TBD	TBD
	Agency Coordination 13	TBD	TBD	TBD	FHWA/IDOT	TBD	TBD
	Agency Coordination 14	TBD	TBD	TBD	TBD	TBD	TBD
	Agency Coordination 15	TBD	TBD	TBD	TBD	TBD	TBD
	Agency Coordination 16	TBD	TBD	TBD	TBD	TBD	TBD
Public Outreach	Mayor's Meeting	Letter of invitation	August 29, 02	August 29, 02	FAA, TPC, City, Suburban Mayors	FAA Des Plaines, IL	Inform/gather information from local Leaders, Provide Open Access
	O'Hare Noise Compatibility Commission (ONCC)	Informal ³	February 7, 03	February 7, 03	FAA, TPC, ONCC, General Public	Rosemont, IL	Gather input from Local Leaders, Provide Open Access
	Civic Groups (ONCC, etc.)	TBD	TBD	TBD	TBD	TBD	Gather input from Local Leaders, Provide Open Access
	Purpose and Need ⁴	NOI, Letters of invitation, Local Newspapers	March 19, 03	March 19, 03	FAA, TPC, General Public	Schiller Park, IL	Gather information, Provide Open Access, Educate and Inform
	Alternatives ⁴	Letters of invitation, Local Newspapers	TBD	TBD	FAA, TPC, General Public	TBD	Gather information, Provide Open Access, Educate and Inform
	Environmental Consequences ⁴	Letters of invitation, Local Newspapers	TBD	TBD	FAA, FHWA, IDOT, TPC General Public	TBD	Gather information, Provide Open Access, Educate and Inform
	Environmental Justice ⁴	Letter of invitation, Local Newspapers	TBD	TBD	FAA, TPC, Affected Community	TBD	Gather information, Provide Open Access, Educate and Inform
	Mayor's Information Meeting	Letters of invitation	TBD	TBD	TBD	TBD	Gather information, Provide Open Access, Educate and Inform
	Public Hearing - DRAFT EIS - Three Hearings (3 Different Locations) ⁴	NOI Public Hearing Draft EIS, Local Newspapers, Letter of Invitation	TBD	TBD	FAA, TPC, General Public	TBD	Gather information/inform and Provide Open Access ²
	OMP - Document Library: http://www.agt.faa.gov/omp (Awaiting formal release)						
	EIS - Public Website: http://www.ompairs.net (Launched May 6, 2003)						

1 - Additional Agency Coordination Meetings will be scheduled as needed

2 - Statutory Obligation to Conduct Meeting

3 - Notification is via telephone, letter, etc.

4 - Bilingual Interpreter will be available

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ATTACHMENT T-2
LETTER OF INVITATION AND LIST OF
RECIPIENTS TO MAYOR'S MEETING
8/29/02

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U.S. Department
of Transportation

**Federal Aviation
Administration**

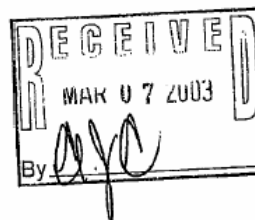
Great Lakes Region
Illinois, Indiana, Michigan
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

August 19, 2002

Hon. Ross Ferraro
City of Carol Stream
500 N. Gary Avenue
Carol Stream, IL 60188

RE: O'Hare Modernization Program
Environmental Impact Statement
Informational Meeting



Dear Mayor Ferraro:

A letter dated July 19th was sent to you announcing the Federal Aviation Administration's (FAA) intent to prepare an Environmental Impact Statement (EIS) for the proposed O'Hare Modernization Program (OMP) at Chicago O'Hare International Airport and inviting you to attend the public scoping meetings held on August 21st and 22nd. Public scoping meetings are the initial step in the preparation of the EIS. Their purpose is to determine key environmental issues to be addressed in the EIS and for identifying any significant issues related to the proposed development.

In the interest of providing an additional opportunity for community input into the EIS process, the FAA is inviting mayors from the municipalities surrounding O'Hare International Airport to attend an Informational Meeting starting at 1 p.m. on Thursday, August 29, 2002. The meeting will be held in the Illinois Room at the FAA Great Lakes Regional Offices at 2300 West Devon Avenue in Des Plaines, IL.

The purpose of this Informational Meeting is to give local officials another opportunity to meet with the FAA directly to provide comment or ask questions about the EIS process. The FAA will provide the same information and materials presented at the public scoping meetings.

Public comment and questions are essential to the EIS process and become part of the EIS official record. The FAA expects to receive written and oral comments at the previously announced public scoping meetings and will thereafter continue to accept written comments until close of business on Friday, September 13, 2002. Enclosed for your use is a comment form if you are unable to attend. Please send written comments to the address below.

Please note: FAA security measures require that all persons planning to attend RSVP in advance by either writing to me at the address below or calling me at 847-294-7522.

Attendees must also bring a picture identification to allow issuance of a building security pass.

Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

Please do not hesitate to contact me if you have any questions at (847) 294-7522.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael W. MacMullen", with a long horizontal flourish extending to the right.

Michael W. MacMullen
Federal Aviation Administration

TABLE T-2
LIST OF MUNICIPALITIES INVITED TO MAYOR'S MEETING 8/29/02

City of Carol Stream	Village of Hanover Park
City of Chicago	Village of Harwood Heights
City of Chicago Heights	Village of Hazel Crest
City of Des Plaines	Village of Hillside
City of Elgin	Village of Hoffman Estates
City of Elmhurst	Village of Homewood
City of Evanston	Village of Indian Head Park
City of Harvey	Village of Inverness
City of Highland Park	Village of Itasca
City of Hometown	Village of Justice
City of Lake Forest	Village of La Grange Park
City of Naperville	Village of Lansing
City of North Aurora	Village of Lombard
City of North Brook	Village of Lynwood
City of Northlake	Village of Maywood
City of Oak Forest	Village of Melrose Park
City of Park Ridge	Village of Merrionette Park
City of Rolling Meadows	Village of Morton Grove
City of Round Lake	Village of Mount Prospect
City of St. Charles	Village of Mundelein
City of Villa Park	Village of New Lenox
City of Wheaton	Village of Niles
City of Wood Dale	Village of North Riverside
Village of Addison	Village of Norridge
Village of Alsip	Village of Oak Lawn
Village of Arlington Heights	Village of Oak Park
Village of Bartlett	Village of Palatine
Village of Batavia	Village of Palos Hills
Village of Bellwood	Village of River Forest
Village of Bensenville	Village of River Grove
Village of Berkley	Village of Roselle
Village of Bloomingdale	Village of Rosemont
Village of Bolingbrook	Village of Sauk Village
Village of Broadview	Village of Schaumburg
Village of Buffalo Grove	Village of Schiller Park
Village of Calumet Park	Village of Skokie
Village of East Hazel Crest	Village of Sleepy Hollow
Village of Elk Grove	Village of Steger
Village of Elmwood Park	Village of Stone Park
Village of Forest Park	Village of Thornton
Village of Franklin Park	Village of Vernon Hills
Village of Glen Ellyn	Village of Western Springs
Village of Glendale Heights	Village of Wheeling
Village of Glenview	Village of Willow Springs
Village of Green Oaks	Village of Wilmette

Prepared by: Crawford, Murphy and Tilly, Inc. [TPC] 2004

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ATTACHMENT T-3

PRESS RELEASES FROM FAA BRIEFINGS AT ONCC MEETINGS

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O'Hare Noise Compatibility Commission



For Immediate Release

Contact: Brian Gilligan, Executive Director
773-686-3198 or 773-732-9322
bgilligan@ohare.com

FAA Briefs ONCC on OMP EIS Process

(ROSEMONT, IL) — June 4, 2004 — The Federal Aviation Administration's Airports Environmental Manager in Chicago, Michael MacMullen, today briefed the members of the O'Hare Noise Compatibility Commission (ONCC) on the Environmental Impact Statement (EIS) process for the O'Hare Modernization Program (OMP). MacMullen previously updated the Commission members in February 2003.

While the Commission remains neutral on the OMP, it is vitally interested in all developments that might affect aircraft noise around O'Hare. MacMullen assured the Commission members that the environmental review is extremely thorough and detailed. He added that the EIS would evaluate potential aircraft noise impacts and provide substantial detail on how the noise could be mitigated.

MacMullen also explained that the draft EIS should be available to the public in February 2005, with public hearings to follow in March. The EIS process is currently in the detailed environmental analysis stage. The final EIS is scheduled for issue in July 2005 and the FAA's Record of Decision is due in September 2005, he said.

Tower Order Extended

Commission Chairperson, Arlington Heights Mayor Arlene J. Mulder announced at today's meeting that the FAA has extended the O'Hare Control Tower Order concerning overlay maps on radar scopes to assist air traffic controllers in keeping departing aircraft on nighttime noise abatement flight tracks and away from residential areas. The overlays allow the controllers to give pilots course corrections to account for wind drift during departures.

The order had been in effect for the past year as a test program. That test will now be extended for another year to gather additional data. A decision on making the order permanent will come at a later date once there is sufficient information about the procedure's effectiveness.

— MORE —

ONCC – add one

Commission Members Honored

The ONCC unanimously passed a resolution today honoring River Grove Mayor Thomas Tarpey, who died last month. Mayor Tarpey led River Grove for nearly 20 years and was a strong supporter of the O'Hare Noise Compatibility Commission.

The ONCC members also honored two retiring commissioners, School District 59 Superintendent, Dr. Robert Howard, and School District 214 Associate Superintendent, Dr. James Popernik. Each was presented with a plaque citing their outstanding contributions to the ONCC.

"These commissioners have been extremely committed and positive contributors to the Commission and the School Sound Insulation Program," said Commission Chairperson, Arlington Heights Mayor Arlene J. Mulder. "They have served us with great distinction."

The O'Hare Noise Compatibility Commission began working in 1996 to bring together the parties that are most able to reduce aircraft noise with representatives of communities affected by aircraft noise in a partnership to address jet noise at its impact and sources. The Commission's current membership includes the villages of Arlington Heights, Bartlett, Bellwood, Elmwood Park, Franklin Park, Hoffman Estates, Melrose Park, Mount Prospect, Niles, Norridge, Palatine, River Grove, River Forest, Rosemont, Schaumburg and Stone Park and; the cities of Des Plaines, Northlake, Oak Park, Park Ridge, Rolling Meadows and Chicago; Cook County; and school districts 59 (Elk Grove Village, Des Plaines, Arlington Heights, Mount Prospect), 63 (Des Plaines, Niles, Morton Grove and Glenview), 80 (Norridge), 81 (Schiller Park), 84 (Franklin Park), 84½ (River Grove), 86 (Harwood Heights), 87 (Berkeley, Northlake, Bellwood), 89 (Maywood, Melrose Park and Broadview), 214 (Elk Grove Village, Des Plaines, Arlington Heights, Mount Prospect, Rolling Meadows, Prospect Heights, Wheeling, Buffalo Grove), 234 (Norridge, Harwood Heights), 299 (Chicago Public Schools) and 401 (Elmwood Park). More information about the Commission, including its meeting schedule, can be found at www.oharenoise.org.

###

O'Hare Noise Compatibility Commission



For Immediate Release

Contact: Brian Gilligan, Executive Director
773-686-3198 or 773-732-9322
bgilligan@ohare.com

FAA Promises Thorough Environmental Study For O'Hare Modernization Program

(ROSEMONT, IL) — February 7, 2003 — Speaking to a meeting of the O'Hare Noise Compatibility Commission (ONCC) today, FAA Airports Environmental Program Manager Michael MacMullen promised a detailed and complete environmental study of the proposed O'Hare Modernization Program.

In response to questions from ONCC members about a so-called "streamlined EIS," MacMullen said that the FAA will make decisions in an efficient manner but "won't cut any studies that need to be done." MacMullen, who leads the FAA's O'Hare Environmental Impact Statement (EIS) team, added that the study would be objective.

"The FAA is solely responsible for the content of the EIS and we will verify all the data," MacMullen told the Commission. "For example, the FAA's contractors will run their own noise models."

MacMullen said that he would return to the ONCC for another presentation when the draft EIS is published.

Bartlett is Newest Commission Member

By unanimous vote of the ONCC today, the Village of Bartlett became the 36th member of the Commission. "Our community has admired the wonderful work of the Commission and the way it has approached difficult issues," said Bartlett Village President Catherine Melchert. "We're pleased to now be a member."

School Monitoring Program Will Continue In 2003

ONCC School Sound Insulation Committee Chair, School District 86 Superintendent Dr. Raymond Kuper reported today that the Chicago Department of Aviation would continue monitoring schools for aircraft noise this year. In addition, the more than 80 schools that have asked to be included in the sound insulation program in the past will receive letters requesting any new information that could affect their ranking on the master list and possible eligibility for monitoring.

— MORE —

ONCC/add one

AFTPro Delayed

Chicago Aviation Commission Thomas Walker told the ONCC today that the FAA has identified several operational issues associated radar navigation (RNAV) departure procedures that affect the Advanced Flight Track Procedures (AFTPro) proposed for O'Hare. He said that those issues would require significant changes to RNAV criteria, policy and procedures. Walker said that while this will delay implementation of AFTPro, the FAA has designated a Review Team to develop an action plan and a timeline to resolve the issues. The goal is to resume developing the departure procedures in September 2003.

Walker emphasized that the Department of Aviation and the FAA remain committed to AFTPro, which would enable departing aircraft at night to adhere to flight tracks away from residential areas with greater precision using existing navigation technology.

2002 Residential Sound Insulation Program Passes Halfway Point

Of the 821 owner-occupied single-family homes in the 2002 O'Hare Residential Sound Insulation Program, 51 percent are now insulated according to report issued today by ONCC Residential Sound Insulation Committee Chair Frank Damato. He told the full Commission that work has been completed on the eligible homes in Chicago, Des Plaines, Elk Grove Village, Franklin Park, Norridge, Rosemont and Schiller Park. Sound insulation work is continuing in unincorporated Cook County and should be finished during the first week of March. Damato said that following completion of those homes, work would begin on eligible homes in Northlake, Bensenville, Wood Dale and unincorporated DuPage County.

The O'Hare Noise Compatibility Commission began working in 1996 to bring together the parties that are most able to reduce aircraft noise with representatives of communities affected by aircraft noise in a partnership to address jet noise at its impact and sources. The Commission's current membership includes the villages of Arlington Heights, Bartlett, Bellwood, Franklin Park, Hoffman Estates, Melrose Park, Mount Prospect, Niles, Norridge, Palatine, River Grove, River Forest, Rosemont, Schaumburg, Stone Park and Elmwood Park; the cities of Des Plaines, Northlake, Oak Park, Rolling Meadows and Chicago; unincorporated Cook County; and school districts 59 (Elk Grove Village, Des Plaines, Arlington Heights, Mount Prospect), 63 (Des Plaines, Niles, Morton Grove and Glenview), 80 (Norridge), 81 (Schiller Park), 84 (Franklin Park), 84½ (River Grove), 86 (Harwood Heights), 87 (Berkeley, Northlake, Bellwood), 89 (Maywood, Melrose Park and Broadview), 212 (Franklin Park, Schiller Park, Rosemont, Northlake, River Grove and Melrose Park), 214 (Elk Grove Village, Des Plaines, Arlington Heights, Mount Prospect, Rolling Meadows, Prospect Heights, Wheeling, Buffalo Grove), 234 (Norridge, Harwood Heights), 299 (Chicago Public Schools) and 401 (Elmwood Park). The commission holds a public meeting on the first Friday of every month, except July. Most meetings are held at the Donald E. Stephens Convention Center, 5555 N. River Road in Rosemont, Illinois.

###

ATTACHMENT T-4

NOI TO PROVIDE PUBLIC OUTREACH MEETING

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EPA: Federal Register: Notice of Intent To Provide an O'Hare International Environmental Impact Statement Public Information Meeting in Schiller Park, IL



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Notice of Intent To Provide an O'Hare International Airport Environmental Impact Statement Public Information Meeting in Schiller Park, IL

[Federal Register: February 14, 2003 (Volume 68, Number 31)]
[Notices]
[Page 7646-7647]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr14fe03-172]

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Notice of Intent To Provide an O'Hare International Airport Environmental Impact Statement Public Information Meeting in Schiller Park, IL

AGENCY: Federal Aviation Administration, DOT.
ACTION: The Federal Aviation Administration (FAA) Issuance of a Notice of Intent (NOI) to Conduct an Informational Meeting with Regard to the Ongoing Environmental Impact Statement for the Proposed Modernization Program for O'Hare International Airport.

SUMMARY: This NOI announces the FAA's intention to conduct a Public Information Meeting on behalf of the FAA's ongoing Environmental Impact Statement (EIS) for the proposed Modernization Program for O'Hare International Airport. The Airport is located in Chicago, Illinois. Due both to the anticipated high level of interest in matters pertaining to O'Hare International Airport, and FAA's desire to more fully involve and accommodate potentially interested persons, agencies, and other entities, the FAA has decided to conduct a Public Information Meeting focused on the status of the ongoing EIS, with special emphasis on project purpose and need matters. The information meeting will be co-hosted

<http://www.epa.gov/fedrgstr/EPA-IMPACT/2003/February/Day-14/i3599.htm> (1 of 3)10/13/2004 5:46:02 AM

EPA: Federal Register: Notice of Intent To Provide an O'Hare International Environmental Impact Statement Public Information Meeting in Schiller Park, IL

[[Page 7647]]

with the Chicago Department of Aviation (DOA), and it will be conducted as follows: Wednesday, March 19, 2003 from 4 p.m. to 8 p.m. at the Mirage Banquets facility at the Four Points Sheraton O'Hare hotel located at 10249 West Irving Park Road in Schiller Park, Illinois. A number of display boards illustrating the current status of the ongoing EIS and describing FAA's conceptualization of key project purpose and need criteria (as well as a number of the Airport's key present and projected operational problems) will be available for inspection. Staff of FAA and its Third Party EIS Contractor will be available at the Public Information Meeting to answer questions. Forms for providing written comments to FAA by interested parties on the matters presented by FAA in the Public Information Meeting will also be provided. FAA is requesting that comments be submitted by the close of business on Monday, April 21, 2003.

Representatives of the DOA will be available to offer information on its Airport Layout Plan (ALP), on its analysis of runway options, on its facility requirements, and on its concept for development of the Airport.

FOR FURTHER INFORMATION CONTACT: Michael W. MacMullen, Airports Environmental Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Mr. MacMullen can be contacted by phone at (847) 294-7522 (voice) and at (847) 294-7046 (facsimile).

SUPPLEMENTARY INFORMATION: The FAA previously decided to prepare an Environmental Impact Statement (EIS) addressing specific improvements at and adjacent to O'Hare International Airport. As presently conceived, the runway construction component of the O'Hare Modernization Program would involve: a new North Runway 9-27, a relocation of existing Runway 18-36 (Arrival Runway 9R-27L), a relocation of existing Runway 14L-32R (arrival Runway 9L-27R), a relocation of existing Runway 14R-32L (South Runway 9-27), an extension of existing Runway 9R-27L, and an extension of existing Runway 9L-27R. Overall, the proposed project as presently conceived would result in O'Hare International Airport ultimately having a total of eight runways: six parallel east-west runways, and two parallel runways oriented in the northeast-southwest direction. In addition, the O'Hare Modernization Program could also potentially involve relocation of some or all existing navigation aids, placement of new navigation aids, revision to existing air traffic control procedures, provision of a new western access to the Airport, additional terminal facilities, and various roadway and rail line relocations. Finally, the potential acquisition of approximately 539 housing units, 109 businesses, and

<http://www.epa.gov/fedrgstr/EPA-IMPACT/2003/February/Day-14/i3599.htm> (2 of 3) 10/13/2004 5:46:02 AM

EPA: Federal Register: Notice of Intent To Provide an O'Hare International Environmental Impact Statement Public Information Meeting in Schiller Park, IL

433

acres of property outside of the Airport's present boundaries is also envisioned. The purpose and need for the above-identified improvements will be presented and reviewed in detail within FAA's forthcoming EIS. In addition, reasonable alternatives, including the "no-build," will be considered, as appropriate.

Interested parties are invited to attend the Public Information Meeting and also to provide written comments to FAA. The FAA informational contact person identified above should receive any written comments by no later than the close of business on Monday, April 21, 2003.

Issued in Des Plaines, Illinois on February 6, 2003.
Philip M. Smithmeyer,
Manager, Chicago Airports District Office, Great Lakes Region.
[FR Doc. 03-3599 Filed 2-13-03; 8:45 am]
BILLING CODE 4910-13-M

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Last updated on Friday, February 6th, 2004
URL: <http://www.epa.gov/fedrgstr/EPA-IMPACT/2003/February/Day-14/i3599.htm>

<http://www.epa.gov/fedrgstr/EPA-IMPACT/2003/February/Day-14/i3599.htm> (3 of 3)10/13/2004 5:46:02 AM

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ATTACHMENT T-5

PURPOSE AND NEED OUTREACH MATERIALS

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Environmental Impact Statement (EIS)

An EIS is the most comprehensive level of environmental review performed by the FAA on airport development projects. The document evaluates the proposed development in terms of consistency with applicable laws and regulations and ensures that the proposed development meets the requirements of the National Environmental Policy Act (NEPA).

An EIS is a document that discloses and evaluates the impacts, both positive and negative, of a project with potential significant impacts on the environment.

Listing of Environmental Issues Being Studied

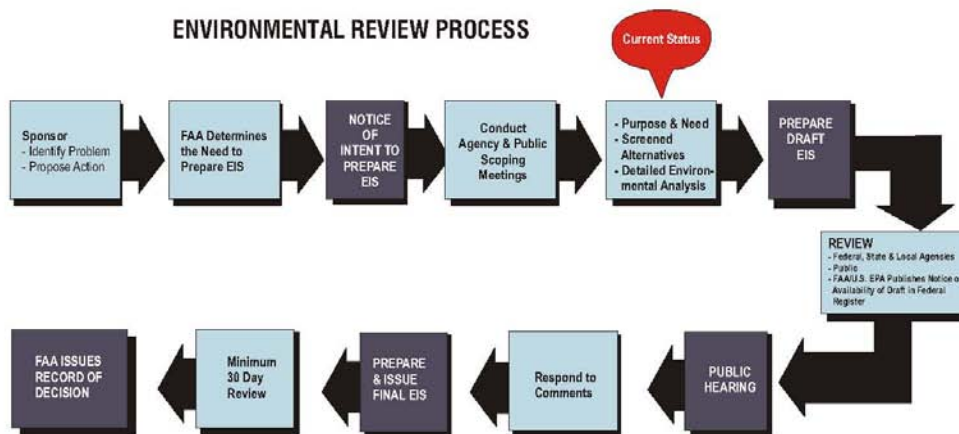
- Noise Impacts
- Land Use Impacts
- Social Impacts
- Environmental Justice
- Surface Transportation
- Residential, commercial and cemetery relocation
- Socioeconomic Impacts
- Air Quality
- Water Quality
- DOT Section 303(c)/Section 4(f) Lands
 - Parks, Historic Properties and Other Protected Lands

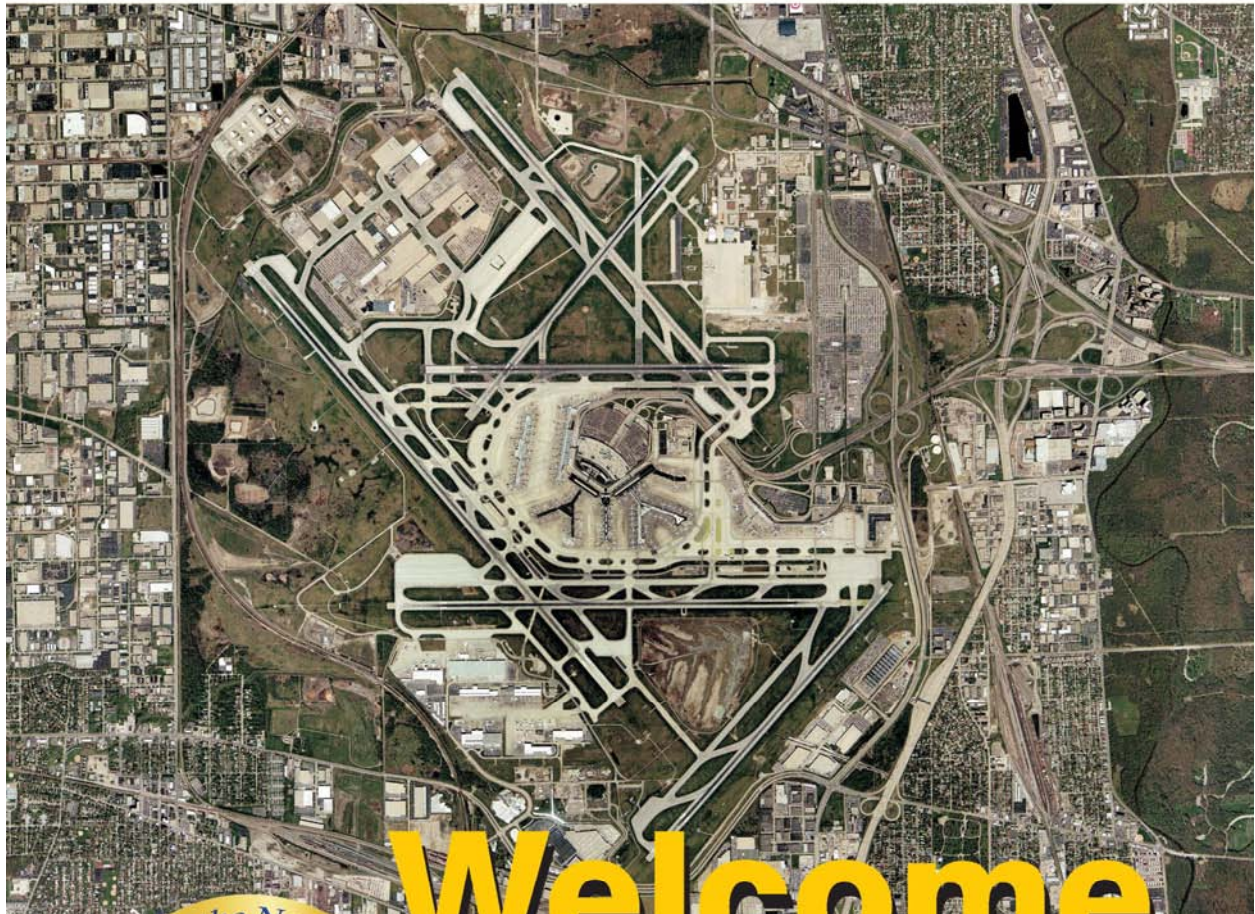
- Historic, Architectural, Archaeological and Cultural Resources
- Biotic Communities
- Endangered Species of Flora and Fauna
- Wetlands
- Floodplains
- Coastal Zone Management and Coastal Barriers
- Wild and Scenic Rivers
- Prime and Unique Farmland
- Energy Supply and Natural Resources
- Light Emissions
- Solid Waste Impacts
 - Hazardous Materials
- Construction Impacts
- Cumulative Impacts

The following alternatives will be screened as part of the OMP-EIS.


- No Build/Do Nothing Alternative
- Use of Other Existing or Proposed Airports
- Alternative Modes of Transportation
- Demand Management Alternatives
- Proposed Project Alternative
- Alternative Airfield Development at O'Hare, Alternative O'Hare Configurations and an Alternative Number of Runways

ENVIRONMENTAL REVIEW PROCESS





Welcome



**O'Hare Modernization Program
Environmental Impact Statement**

Public Outreach Session

March 19, 2003



Bienvenida



Sesión de Acercamiento hacia el Público
Programa de Modernización del O'Hare

Programa de Modernización del O'Hare -OMP
Disposición de Impacto al Medio Ambiente -EIS



O'Hare Modernization Program Environmental Impact Statement

Meeting Format

- Federal Aviation Administration (FAA) staff and their contractor are available tonight to provide information on the FAA's Preliminary Draft Purpose and Need for the OMP-EIS and an opportunity for written comments.
- City of Chicago Department of Aviation and its contractor are available separately to answer questions related to the O'Hare Modernization Program and their proposed Airport Layout Plan.

Formato de la Junta

- Los empleados de La Administración Federal de Aviación (Federal Aviation Administration) con sus siglas en inglés FAA y su contratista están disponibles esta noche para proveerle información sobre el borrador de la propuesta preliminar del FAA y la necesidad del OMP-EIS, y una oportunidad de escribir sus comentarios.
- El Departamento de Aviación de la Ciudad de Chicago y su contratista están disponibles por separado para contestarle preguntas relacionadas con el Programa de Modernización del O'Hare y su propuesta del Plan del Aeropuerto.

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

Contact Information

- **FAA encourages you to provide your name and address at the sign-in table.**
- **This allows FAA to maintain a record of public participation in the OMP-EIS process.**

Información de Contactos

- **El FAA lo invita a escribir su nombre y dirección, en la hoja que está en la mesa.**
- **Esto le permite al FAA mantener un archivo de participación pública, en el proceso del OMP-EIS.**

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

Public Participation

- Feel free to browse the stations at your own pace.
- A Spanish/English-speaking interpreter is available to assist as needed.
- Comment forms are available for the public and may be submitted tonight or returned to FAA by mail if postmarked by Monday, April 21, 2003.
- All written comments will be considered by FAA and will become part of the FAA EIS record.

Participación del Público

- Sientáse libre de pasear por las estaciones a su propio paso.
- Un interprete de ingles/español estará disponible para asistirlo, si lo necesita.
- Las formas para comentarios estarán disponibles para el público y quizá sean sometidas esta noche, o devueltas al FAA si las manda por correo posdatada antes de la fecha del lunes 21 de abril del 2003.
- Todos los comentarios escritos serán considerados por el FAA y vendrán a ser parte de los archivos del FAA EIS.

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

Role of FAA

- **To fully and fairly evaluate the proposed development in terms of consistency with applicable laws and regulations and to ensure that proposed development meets all requirements for safety, design criteria and environmental compliance.**
- **To disclose the results of FAA's environmental analysis for those alternatives which will be evaluated in detail.**
- **The Federal Aviation Act charges the FAA with providing for a safe and efficient national airspace system.**
 - O'Hare International Airport is a critical part of the national airspace system and must operate efficiently to meet this Federal mandate.

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

Public Outreach Session FAA Objectives:

- **Describe the Environmental Impact Statement (EIS) Process.**
- **Identify key components of the FAA's Preliminary Draft Purpose and Need for the OMP-EIS.**
- **Obtain public input and written comments concerning the FAA's Preliminary Draft Purpose and Need.**

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

What is an Environmental Impact Statement (EIS)?

- **An EIS is the most comprehensive level of environmental review performed by the FAA on airport development projects. The document evaluates the proposed development in terms of consistency with applicable laws and regulations and ensures that the proposed development meets the requirements of the National Environmental Policy Act (NEPA).**
- **An EIS is a document that discloses and evaluates the impacts, both positive and negative, of a project with potential significant impacts on the environment.**

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

Listing of Environmental Issues Being Studied

- Noise Impacts
- Land Use Impacts
- Social Impacts
- Environmental Justice
- Surface Transportation
- Residential, Commercial and Cemetery Relocation
- Socioeconomic Impacts
- Air Quality
- Water Quality
- DOT Section 303(c)/
Section 4(f) Lands
 - Parks, Historic Properties and
Other Protected Lands
- Historic, Architectural, Archaeological
and Cultural Resources
- Biotic Communities
- Endangered and Threatened
Species of Flora and Fauna
- Wetlands
- Floodplains
- Coastal Zone Management
and Coastal Barriers
- Wild and Scenic Rivers
- Prime and Unique Farmland
- Energy Supply and Natural
Resources
- Light Emissions
- Solid Waste Impacts
 - Hazardous Materials
- Construction Impacts
- Cumulative Impacts

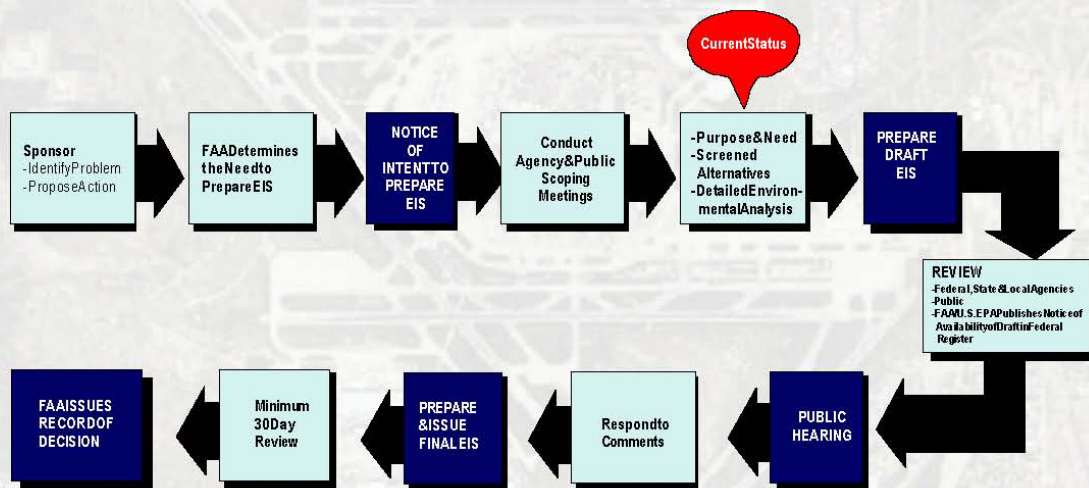
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Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

FAA Environmental Impact Statement Process



Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

OMP-EIS Scoping Process

The purpose of the scoping process is to determine the scope of issues to be addressed in the EIS and identify the significant issues relate to the proposed action.

Agency Scoping

August 19, 2002

IDOT

Springfield

August 20, 2002

USEPA

Metcalf Federal Building

Chicago

August 29, 2002

Mayor's Meeting

FAA's Offices

2300 East Devon

Public Scoping

August 21, 2002

Fountain Blue Banquets

Des Plaines

August 22, 2002

Avalon Banquets

Elk Grove Village

Notes: All comments received as a part of scoping will be included as part of the EIS record. The Notice of Intent to conduct the scoping meetings was published in the Federal Register on July 17, 2002.

Federal Aviation Administration

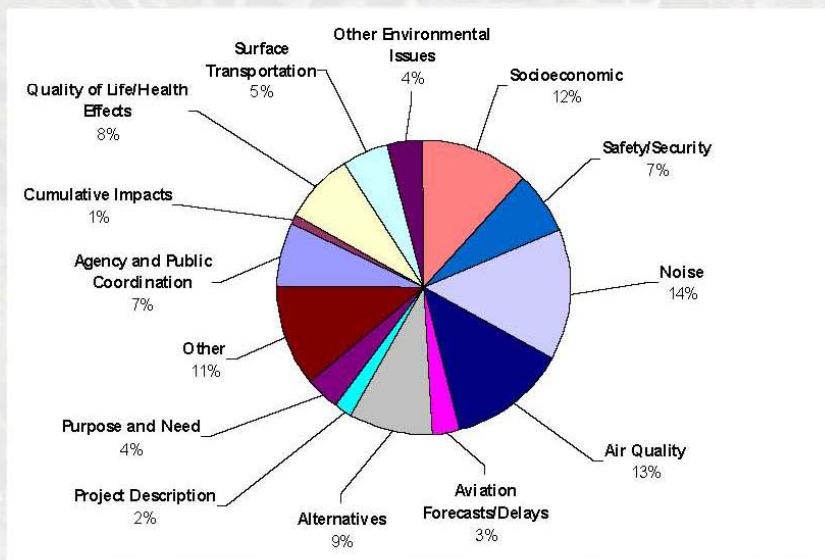
Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

OMP-EIS Scoping Process

Breakdown of Scoping Comments (%)



Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

EIS - Key Component Purpose and Need

- **FAA Order 5050.4A indicates that the Purpose and Need section of the EIS shall identify the problem and the requested Federal action.**

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

Preliminary Draft Purpose and Need

- **Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare;**
- **Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities;**
- **Provide an efficient surface access system for existing and future airport users.**

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

Preliminary Draft Purpose and Need

■ Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare

- Efficiently accommodate existing and future demand;
- Reduce delay, both at O'Hare and within the National Airspace System (NAS) with special concern for Instrument Flight Rule (IFR) conditions;
- Provide airfield layout to efficiently accommodate existing and future aviation operating needs;
- Provide a runway layout consistent with balanced arrival and departure capabilities in order to minimize any negative effect on O'Hare's operational capability and the NAS;
- Reduce converging or intersecting runways;
- Enhance safety of operations through application of FAA standards and policies, including safety and security.

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

Preliminary Draft Purpose and Need

■ **Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities.**

- Provide sufficient terminal gate and apron area capacity to efficiently accommodate existing and future demand;
- Improve gate availability and efficiency in terminal area;
- Provide sufficient cargo facilities to efficiently accommodate existing and future regional demand;
- Improve passenger travel times through O'Hare, both local and connecting;
- Provide sufficient facilities to accommodate new airlines seeking to serve O'Hare and airlines seeking to expand service to O'Hare;
- Enhance safety of operations through application of FAA standards and policies, including safety and security.

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

Preliminary Draft Purpose and Need

■ Provide an efficient surface access system for existing and future airport users.

- Improve ground access to O'Hare for passengers, employees, cargo service and security vehicles;
- Provide efficient airport-related surface transportation infrastructure taking into consideration ongoing metropolitan planning organization and state transportation improvement plans;
- Improve the efficiency of intermodal transportation connections.

Federal Aviation Administration

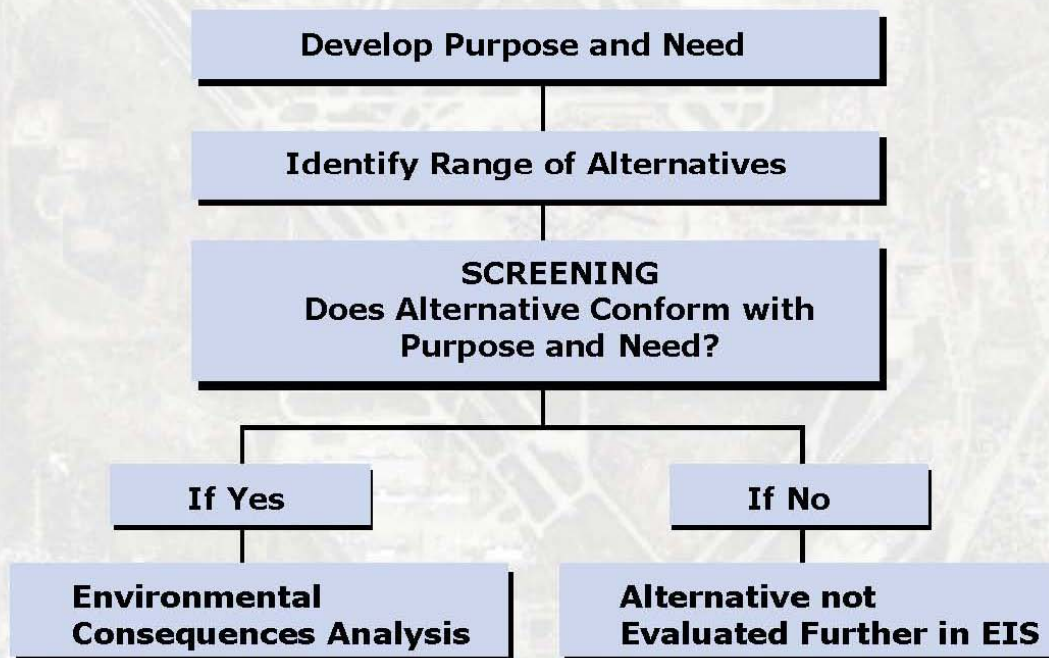
Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

What is Next?

- Alternatives Evaluation Screening Process



Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

■ **The following potential alternatives will be screened as part of the OMP-EIS:**

- No Build/Do Nothing Alternative
- Use of Other Existing or Proposed Airports
- Alternative Modes of Transportation
- Demand Management Alternatives
- Proposed Project Alternative
- Alternative Airfield Development at O'Hare, Alternative O'Hare Configurations and an Alternative Number of Runways

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

Future EIS Activities

- **Finalize Purpose and Need**
- **Identify and Screen Alternatives**
- **Conduct detailed Environmental Analysis, including:**
 - Identifying Affected Environment;
 - Identifying Environmental Consequences.
- **Potential for Additional Public Outreach Meetings**
- **Prepare Draft Environmental Impact Statement (Draft EIS)**
- **Issue and distribute Draft EIS**
- **Conduct Public Hearing on Draft EIS and receive public comments**
- **Prepare Final EIS after evaluation of comments received and distribute Final EIS**
- **Prepare a Record of Decision**

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

Comments

- **Thank you for participating this evening. The FAA welcomes your written comments on the FAA's Preliminary Draft Purpose and Need for the OMP-EIS.**
- **Comment forms are available for the public and may be submitted tonight or returned to FAA by mail if postmarked by Monday, April 21, 2003.**

Federal Aviation Administration

Public Outreach Session



O'Hare Modernization Program Environmental Impact Statement

■ **FAA appreciates your involvement and welcomes your written comments.**

- Feel free to ask questions of FAA staff and provide your written comments on the FAA's Preliminary Draft Purpose and Need for the OMP-EIS.
- Thank you for participating this evening.

■ **El FAA aprecia su involucrimiento, y lo invita a escribir sus comentarios**

- Sientáse libre de hacer preguntas a los empleados del FAA y provea sus comentarios escritos en el la propuesta preeliminar del FAA y la Necesidad del OMP-EIS.
- Gracias por participar esta noche.

Federal Aviation Administration

Public Outreach Session

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ATTACHMENT T-6

ALTERNATIVES OUTREACH MATERIALS

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O'Hare Modernization Environmental Impact Statement (EIS)



Public Outreach Session Comments Received



Federal Aviation Administration (FAA)

October 17, 2003

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Introduction

The FAA has determined in going above and beyond the statutory requirements of NEPA and the applicable FAA orders, and as part of that commitment, the FAA has four (4) supporting initiatives:

1. Establishment of the Chicago Area Modernization Program Office
2. Establishment of the OMP EIS website
3. Establishment of the Document Library website
4. Holding of multiple Public Outreach Sessions.

In addition to four project scoping meetings held in August of 2002 with members of the general public and various regulatory agencies, the FAA has to date held: (1) a Mayoral Outreach Session on August 29, 2002, (2) a Public Outreach Session concerning the project's Draft Purpose and Need on March 19, 2003, and (3) a Public Outreach Session concerning the Alternatives and their respective screening process on October 17, 2003.

Upon completion of the October 17, 2003 public outreach session, the FAA made a commitment to provide a report compiling the comments given during the session. This document serves as that report. Comments received will be considered and addressed in the Draft EIS.

October 17, 2003 – Public Outreach Session

The October 17 session was conducted in a workshop format. Seventeen area municipalities were invited to attend, and 15 accepted. Additionally, the FAA invited representatives from both Cook and DuPage Counties. Both counties sent representatives. The invitees were asked to send up to three representatives of their choosing to participate in the session. See pages 3-8 for the invitation letter and recipients of the letter.

The session consisted of three main parts: (1) Introduction and Background on the EIS, (2) Breakout Sessions, and (3) Debriefing. Parts 1 and 3 were conducted with all of the participants in the same room including local media. The Breakout Sessions were conducted in four separate rooms with smaller more focused participation.

(1) Introduction and Background on the EIS

Jerri Alles (Airports Division Manager), Barry Cooper (Manager O'Hare Modernization Program Office), and Michael MacMullen (Environmental Protection Specialist) of FAA spoke briefly outlining some general project details. Barry Cooper introduced the facilitator team consisting of Susanna Liller, Elaine Walsh, Paul Botticello, and Jack Erler. The role of the facilitator team was to facilitate an open discussion ensuring all parties present a chance to provide meaningful input to the process. At the conclusion of the introductory material, the facilitators asked the representatives to take numbers out of a hat to determine randomly which breakout session to attend.

(2) Breakout Session

The facilitator team, which was not otherwise affiliated with the project, led the breakout session discussions. Members of the FAA and their contractor team attended the different breakout sessions to (1) observe, (2) answer any policy/technical questions, and (3) record the key points of the discussion on docking charts. See pages 16-54 for the materials presented and the comments received in the breakout sessions.

(3) Debriefing

Following the Breakout Session, the four groups of representatives reconvened in the main hall for a debrief of the individual sessions. The facilitators briefly summarized the discussions and highlights of their respective breakout session. The Regional Administrator of the FAA Great Lakes Region, Cecilia Hunziker, made closing remarks.

Conclusion

The facilitator-led breakout sessions did allow all parties present the chance to provide input on the project. An invitation was offered to those attending to submit written comments by Monday, November 3. Two communities submitted such comments. See pages 54-65 for the comments received after the outreach session.

Invitation Letter



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

September 4, 2003

Letter of Invitation to:

«Salutation» «First» «Last»
«Title», «MunicipalityCounty»
«Address»
«City», «State» «Zip»

Subject: *O'Hare Modernization – Environmental Impact Study (EIS), Public Outreach Session*

Dear «Title» «Last»,

The Federal Aviation Administration (FAA) will be hosting a public outreach session on Friday, October 17, 2003 at the:

Fountain Blue Banquets Conference Center
2300 Manheim Road (north of Touhy)
Des Plaines, Illinois 60018

The outreach session will begin at 1:00 p.m. and is expected to conclude around 4:00 p.m.

This invitation to participate is being extended to governmental units from around O'Hare that are either currently or could potentially be affected by noise impacts. The invitation will be limited to no more than three (3) individuals per governmental unit. The format for the outreach session will focus on breakout sessions or small groups, which will endeavor to facilitate discussion and interaction, and to seek input, specifically related to the screening criteria for potential alternatives to be considered in the O'Hare Modernization Environmental Impact Statement (EIS).

Please respond by completing the enclosed RSVP card and returning it to the FAA in the enclosed stamped envelope to be received by October 3, 2003.

If your organization requires an interpreter or translator, please contact me at 847-294-7522.

On behalf of FAA, I encourage your participation and thank you in advance for assisting with the Environmental Impact Statement for O'Hare Modernization.

Respectfully yours,

Michael W. MacMullen
Environmental Protection Specialist

RSVP

Please complete this form and return it to the FAA in the self-addressed stamped envelope by **October 3, 2003**.

- ☐ Sorry, but we will be unable to attend the October 17th Outreach Meeting.
- ☐ Thanks for the invitation. Listed below are the individuals who will be representing our organization at the October 17th Outreach Meeting.

Name Organization

Name Organization

Name Organization

RSVP

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Name Organization

Name Organization

Name Organization

4

List of Recipients of
October 17, 2003
Outreach Session Letters

The Honorable Anna Montana
Mayor, Schiller Park
9526 Irving Park Road
Schiller Park, Illinois 60176

The Honorable Daniel Pritchett
President, Franklin Park
9500 W. Belmont Ave.
Franklin Park, Illinois 60131

The Honorable Thomas J. Tarpey
President, River Grove
2621 N. Thatcher Ave.
River Grove, Illinois 60171

The Honorable Ronald M. Serpico
Mayor, Melrose Park
1000 N. 25th Ave.
Melrose Park, Illinois 60160

The Honorable Jeffrey Sherwin
Mayor, Northlake
55 E. North Ave.
Northlake, Illinois 60164

The Honorable Earl J. Field
President, Norridge
4000 N. Olcott Ave.
Norridge, Illinois 60706

The Honorable Norbert Pabich
Mayor, Harwood Heights
7343 W. Lawrence Ave.
Harwood Heights, Illinois 60706

The Honorable Kenneth Johnson
Mayor, Wood Dale
191 W. Irving Park Road
Wood Dale, Illinois 60191

The Honorable Claudia Gruber
Mayor, Itasca
100 N. Walnut St.
Itasca, Illinois 60143

The Honorable John C. Geils
President, Bensenville
12 South Center Street Road
Bensenville, Illinois 60106

The Honorable Craig B. Johnson
Mayor, Elk Grove Village
901 Wellington
Elk Grove Village, Illinois 60007

The Honorable Gerald L. Farley
Mayor, Mount Prospect
116 N. Emerson St.
Mount Prospect, Illinois 60056

The Honorable Arlene J. Mulder
Mayor, Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005

The Honorable Tony Arredia
Mayor, Des Plaines
1420 Miner St.
Des Plaines, Illinois 60016

The Honorable Ronald W. Weitecha
Mayor, Park Ridge
290 Boardwalk Place.
Park Ridge, Illinois 60068

The Honorable Donald E. Stephens
Mayor, Rosemont
9501 W. Devon Ave.
Rosemont, Illinois 60018

Honorable Robert J. Schillerstrom
Board Chairman, DuPage County
421 N. County Farm Road
DuPage County, Illinois 60187

Honorable John H. Stroger
County Board President, Cook County
118 N. Clark St., Room 537
Cook County, Illinois 60602

The Honorable Richard M. Daley
Mayor, Chicago
121 N. LaSalle St, Room 507
Chicago, Illinois 60602

Additional Letter from
FAA Sent to
List of Recipients



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

October 9, 2003

«Salutation» «First» «Last»
«Title», «Municipality County»
«Address»
«City», «State» «Zip»

**Re: October 17, 2003 Outreach Meeting
 O'Hare Modernization Environmental Impact Statement**

Dear «Title» «Last»:

Previously, on September 4, 2003, a letter of invitation was sent to your organization to request participation in a Public Outreach Meeting on October 17, 2003 related to the O'Hare Modernization Environmental Impact Statement. The meeting will be at:

Fountain Blue Banquets Conference Center
2300 Manheim Road (north of Touhy)
Des Plaines, Illinois 60018

The outreach session will begin at 1:00 p.m. and is expected to conclude around 4:00 p.m.

In preparation for that meeting, we are enclosing various materials that will be presented during this upcoming meeting.

1. Copy of the original letter of invitation;
2. Slides from the presentation.

The enclosed information has been taken directly from the materials that will be formally presented during the October 17th meeting. This information is being provided in advance of the meeting as a courtesy to meeting participants, to provide participants a short overview of the EIS process in general, as well as some basic information regarding the O'Hare Modernization EIS. This information forms a foundation for the specific focus of the October 17th meeting, which is to explore, through interactive dialogue, the consideration of screening criteria for alternatives under the EIS process. Accordingly, please forward this information package to the appropriate individuals who will be attending the meeting on behalf of your organization.

If you have any questions regarding this material or the upcoming meeting, please do not hesitate to call me at (847) 294-7522. We look forward to your agency's participation. If representatives from your agency are unable to attend, please feel free to retain copies of this material for your records.

Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Sign
in
Sheets

SIGN-IN SHEET**O'HARE ENVIRONMENTAL IMPACT STATEMENT
ALTERNATIVES PUBLIC OUTREACH**

Friday, October 17, 2003

	NAME	REPRESENTING	STREET ADDRESS	E-MAIL ADDRESS	PHONE NO.
1	Judith Duse Bernick	Norridge	4600 N OLCOTT AVE	jdbernick@villageofnorridge.com	708-453-0800
2	JOSEPH R. COMPELL	River Grove	2621 Thatch	RG@	708-453-8000
3	Brian Gilligan	IL Park	P.O. BOX 106	bgilligan@chicago.gov	773 686-3198
4	Joe Karagannis	ELK GROVE	414 N ORLEANS		312-836-1177
5	CRAIG J. JONAS	ELK GROVE			
6	JE. Mui docton	Elk Grove/Bensenville	2300 N STOP WDR	Smui@elkgroup.com	708-667-8512
7	John Gula	Bensenville	12 S. Elm St		630-766-8200
8	Joe De/Balzo	ELK GROVE	1201 C. A. W. Ave	JDe@JDA-Aviation.com	202-728-4111
9	DEWICK BYRNE	BENSENVILLE	2417 CHERRY STREET	DBYRNE@earthlink.net	847-291-9575
10	GARY PARRIN	BENSENVILLE	901 WELLINGTON AVE		847-357-4010
11	FRED MAIER	ITASCA	100 N. WALNUT	Fmaier@itasca.com	630/773-5572
12	JEFF SHERWIN	CITY OF NORTHAKE	55 E. NORTH AV		(708) 343-8906
13	RUDY JAGGOT	COOK CO. DEC	68 W. WASHINGTON CO.		(312) 603-0203
14	DAVID STRAHL	MOUNT PROSPECT	100 S. GILSON		847-392-6000

PAGE 1 OF 3

SIGN-IN SHEET**O'HARE ENVIRONMENTAL IMPACT STATEMENT
ALTERNATIVES PUBLIC OUTREACH**

Friday, October 17, 2003

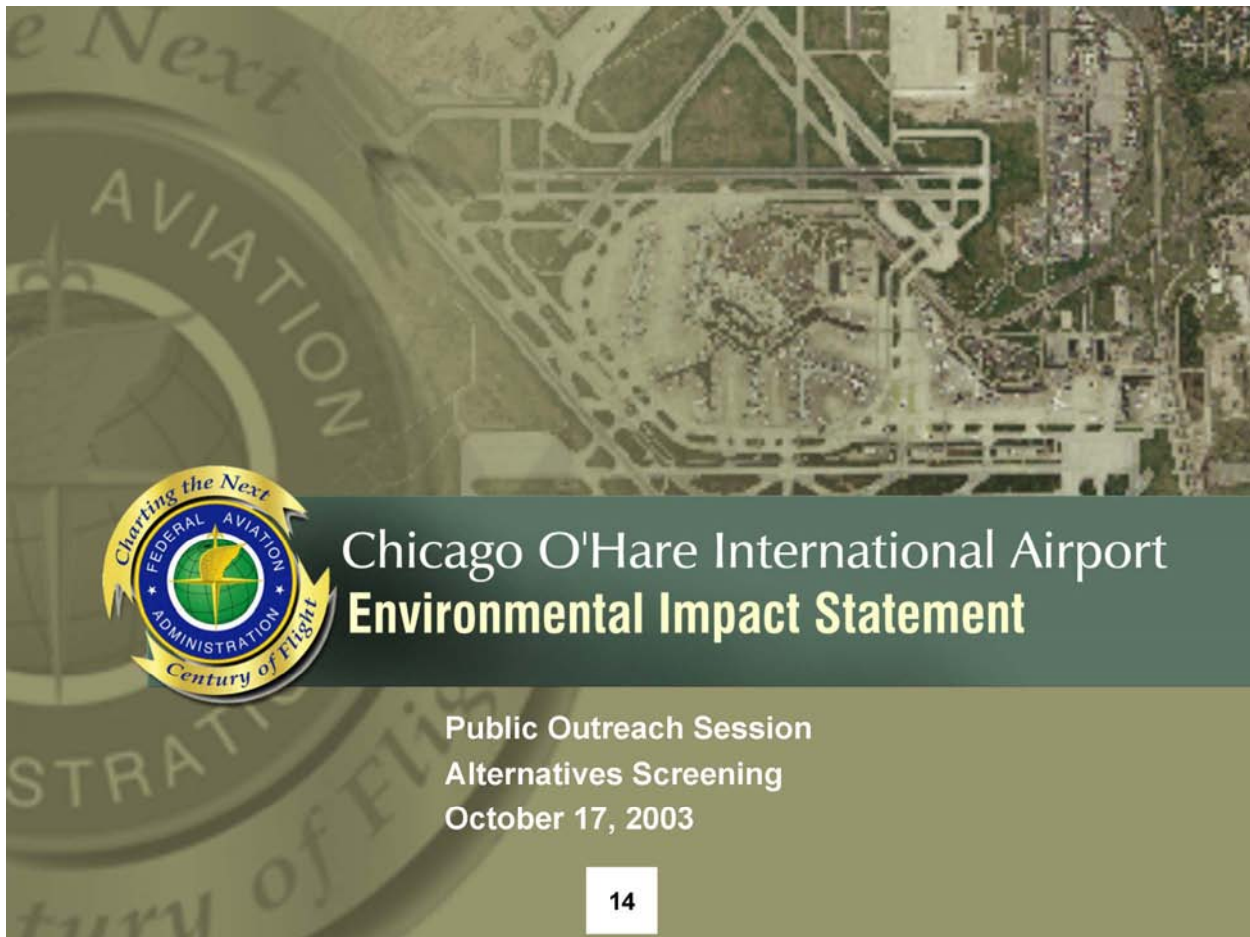
	NAME	REPRESENTING	STREET ADDRESS	E-MAIL ADDRESS	PHONE NO.
15	Dawn Disher	City of Park Ridge	412 Belmont Ave	disher.dawn@aol.com	847-698-6768
16	JEFF COX	City of Park Ridge	1427 S Vine	aldjeffcox@yahoo.com	847-823-4798
17	JAMES JOHNSON	V.L. of Bensenville	12 S. Center	Nahanson@bensenville.il.us	766-8200
18	FRANK DAMATO	COOK COUNTY	Oakark ST -		1-312-603-0051
19	KEVIN GIUCHIS	Cook County	69 W. WASH.	KGIUCHIS@ymail.com	312-603-8200
20	MARIAMN SALEM	COOK MELROSE PK	1000 N. 25TH AVE.	MARIAMN@MELROSE.COM	708-343-4000
21	LILLIE ANIOLA	"	"	WWW.MELROSEPK.COM	"
22	KEVIN URSO	"	"	"	"
23	Billy Zdesko	Franklin P.	950 Belmont		847-671-3190
24	JOHN MICK	" "	" "	johnmick@clark-dietz.com	312-648-8800
25	Bill Enright	V. of Arlington Hs.	33 S. Arlington Hs.	benright@valh.com	847-364-5400
26	Mark Wrzeszcz	V. of Rosemont	9575 W. Higgins Rd.	mwrszcz@clb.com	847-823-0500
27	Beth Athas	City of Chicago	121 W LaSalle	LATHAS@cityofchicago.org	
28	CHRIS ARMAN	CHICAGO	8755 W. HIGGINS	CHARMAN@OHARE.IL	243-8550
29	TOM Cuenlich	Du Page Co	421 N. County Farm	TCUCULICH@hotmail.com	630/680-6641

O'HARE ENVIRONMENTAL IMPACT STATEMENT ALTERNATIVES PUBLIC OUTREACH

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PAGE 3 OF 3

FAA Presentation Materials



**Chicago O'Hare International Airport
Environmental Impact Statement**

Public Outreach Session
Alternatives Screening
October 17, 2003

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Chicago O'Hare International Airport Environmental Impact Statement



Agenda

Pre Meeting **12:30-1:00pm**

- Arrival of Guests
- Sign In
- Name Tags
- Transition to Seating

Kick Off **1:00-1:45 pm**

- Welcome & Introductions
(*Jeri Alles, Barry Cooper*)
- Ralph Thompson
- Mike MacMullen
(*Screening Processes/
Preview of Break-out Sessions*)

15 MINUTE BREAK

Break-Out Sessions **2:00- 3:15 pm**

- Facilitator lead break-out Sessions
- Initial Screening Process & Criteria
- Seek Input on Initial Screening Criteria
- Secondary Screening Process

15 MINUTE BREAK

Wrap Up **3:30 -4:00 pm**

- Lead by Mike Mac Mullen
- Reporting out from each Break-out Session
- Deliverable to Outreach participants

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Chicago O'Hare International Airport Environmental Impact Statement

Public Outreach Session FAA Objectives:

- Inform and Educate the Public on the Alternatives Screening Process for the O'Hare EIS
- Facilitate discussion, interaction, and seek input related to the Alternatives Screening Process and Potential Alternatives
- Establish the Credibility of the Decision-making Process



Chicago O'Hare International Airport Environmental Impact Statement

Public Outreach and Agency Coordination

Public Outreach and Agency Coordination							
Type/Topic	Type of Notification	Target Date	Actual Date	Participants	Location	Purpose	
Scoping	Agency Scoping 1	Federal Register Notice, Letter of Invitation	August 19, 02	August 19, 02	FAA, TPC, FHWA, IDOT, HFA, EPA, IDNR, City of Chicago (City)	Springfield, IL	Gather information and inform government agencies ¹
	Agency Scoping 2	Federal Register Notice, Letter of Invitation	August 20, 02	August 20, 02	FAA, TPC, FHWA, USEPA, City	Chicago, IL	Gather information and inform government agencies ¹
	Public Scoping 1	Federal Register Notice, Local Newspapers, Letter of Invitation	August 21, 02	August 21, 02	FAA, TPC, City General Public	Des Plaines, IL	Gather information/inform the Public ²
	Public Scoping 2	Federal Register Notice, Local Newspapers, Letter of Invitation	August 22, 02	August 22, 02	FAA, TPC, City General Public	Elk Grove, IL	Gather information/inform the Public ²
Agency Coordination	Agency Coordination 1	Informal ³	October 25, 02	October 25, 02	FAA, TPC, USEPA, City	Chicago, IL	Follow-up to Scoping Meeting, Air Quality
	Agency Coordination 2	Informal ³	November 4, 02	November 4, 02	FAA, TPC, USEPA, City	Chicago, IL	Follow-up to Scoping Meeting, Air Quality
	Agency Coordination 3	Informal ³	November 7, 02	November 7, 02	FAA, TPC, FHWA, IDOT, ISTHA, City	Springfield, IL	Follow-up to Scoping Meeting, Surface Transportation
	Agency Coordination 4	Informal ³	November 7, 02	November 7, 02	FAA, TPC, HFA, City	Springfield, IL	Follow-up to Scoping Meeting, Cultural Resources
	Agency Coordination 5	Informal ³	November 8, 02	November 8, 02	FAA, TPC, IDNR, City	Springfield, IL	Follow-up to Scoping Meeting, Natural Resources
	Agency Coordination 6	Informal ³	November 8, 02	November 8, 02	FAA, TPC, EPA, City	Springfield, IL	Follow-up to Scoping Meeting, Air Quality
	Agency Coordination 7	Informal ³	December 18, 02	December 18, 02	FAA, TPC, USDA, City	FAA Des Plaines, IL	Wildlife Attractant issues, Water Resources and Detention
	Agency Coordination 8	Informal ³	February 28, 03	February 28, 03	FAA, TPC, USEPA, City	Chicago, IL	Air Quality Coordination
	Agency Coordination 9	Informal ³	April 10, 03	April 10, 03	FAA, IDOT, TPC	Des Plaines, IL	Surface Transportation, Western Access Coordination
	Agency Coordination 10	Informal ³	April 25, 03	April 25, 03	FAA, CATS, TPC	Des Plaines, IL	Surface Transportation Coordination
Public Outreach	Mayor's Meeting	Letter of Invitation	August 29, 02	August 29, 02	FAA, TPC, City, Suburban Mayors	FAA Des Plaines, IL	Inform/gather information from local Leaders, Provide Open Access
	O'Hare Noise Compatibility	Informal ³	February 7, 03	February 7, 03	FAA, TPC, OHCC, General Public	Rosemont, IL	Gather Input from Local Leaders, Provide Open Access
	Purpose and Need ⁴	NOI, Letters of Invitation, Local Newspapers	March 19, 03	March 19, 03	FAA, TPC, General Public	Schiller Park, IL	Gather Information, Provide Open Access, Educate and Inform
	Alternatives ⁴	Letters of Invitation, Local Newspapers	Oct 17, 03	Oct 17, 03	FAA, TPC, General Public	Des Plaines, IL	Gather Information, Provide Open Access, Educate and Inform
ODP - Document Library: http://www.aip.faa.gov/odp/ (Awaiting formal release)							
EIS - Public Website: http://www.eis.faa.gov/ (Launched May 6, 2002)							
1 - Additional Agency Coordination Meetings will be scheduled as needed 2 - Statutory Obligation to Conduct Meeting 3 - Notification is via telephone, letter, etc. 4 - Bilingual interpreter will be available							



Chicago O'Hare International Airport Environmental Impact Statement

What is an Environmental Impact Statement (EIS)?

- An EIS is the most comprehensive level of environmental review performed by the FAA on airport development projects. The document evaluates the proposed development in terms of consistency with applicable laws and regulations and ensures that the proposed development meets requirements of the National Environmental Policy Act (NEPA).
- An EIS is a document that discloses and evaluates the impacts, both positive and negative, of a project with potential significant impacts on the environment.



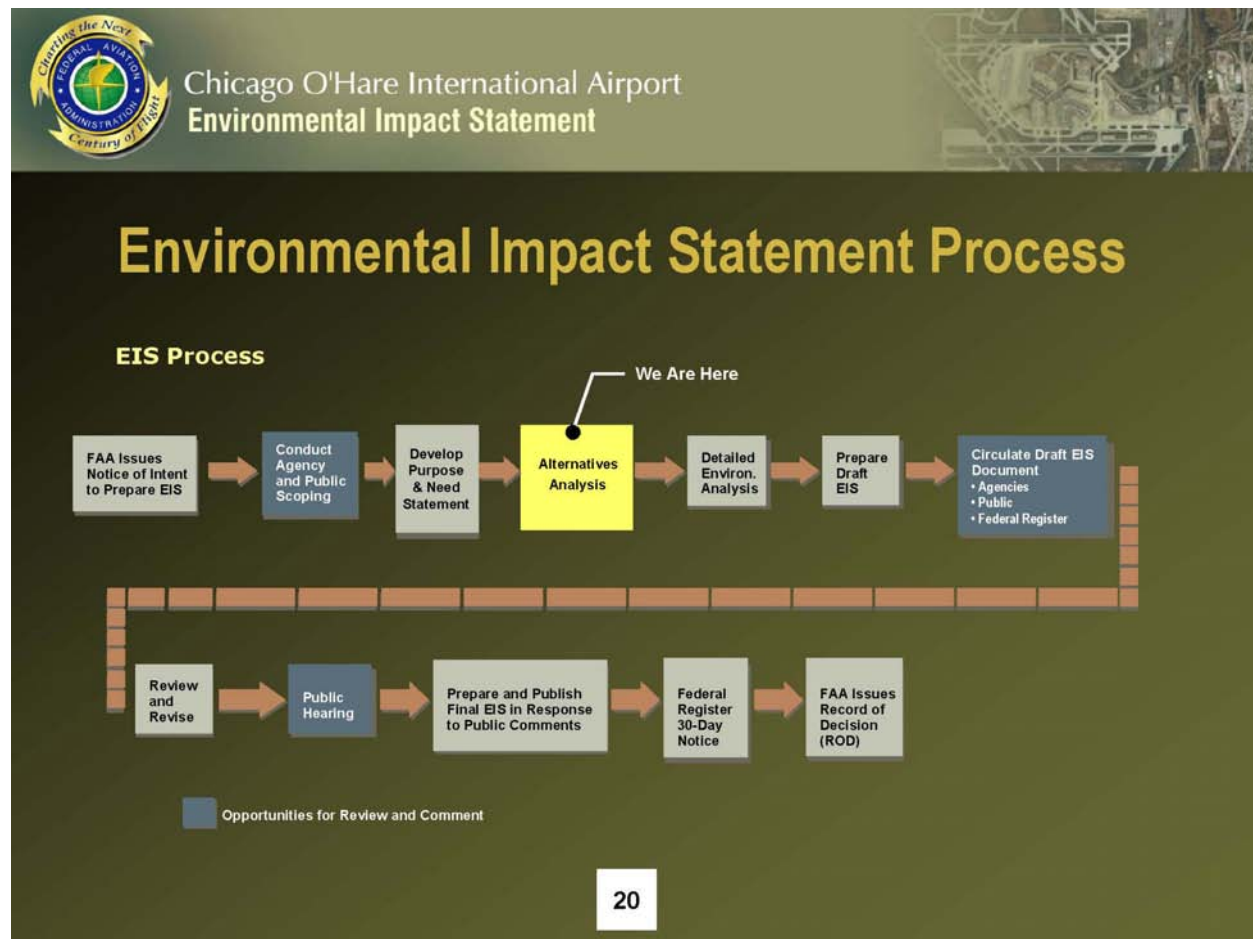
Chicago O'Hare International Airport Environmental Impact Statement



Role of FAA:

- To fully and fairly evaluate the proposed development in terms of consistency with applicable laws and regulations and to ensure that proposed development meets all requirements for safety, design criteria, and environmental compliance.
- To disclose the results of FAA's environmental analysis for those alternatives which will be evaluated in detail.
- The Federal Aviation Act charges the FAA with providing for a safe and efficient national airspace system of which O'Hare is an integral part.
- In a deregulated domestic aviation industry, the Federal government does not control where, when and how airlines provide their services, nor are we the driving force in airport capacity development and airport utilization.

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Chicago O'Hare International Airport
Environmental Impact Statement



Preliminary Draft Purpose and Need

- **Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare;**
- **Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities;**
- **Provide an efficient surface access system for existing and future airport users.**



Chicago O'Hare International Airport Environmental Impact Statement



What is the Alternatives Screening Process?

To efficiently examine a wide range of potential alternatives, this process includes two steps.

- The initial screening is intended to examine a broad range of alternatives to eliminate those that would not meet the project's purpose and need.
- The secondary screening examines alternatives carried forward for further investigation relative to the applicable CEQ guidelines of prudence and feasibility.



Chicago O'Hare International Airport
Environmental Impact Statement



October 17, 2003 Outreach Session

- The meeting today is open to invitees from local governmental entities.
- There will be future opportunities for the public provide your input.
- Also, please check our website for current project information:
 - <http://www.ompeis.net>



Chicago O'Hare International Airport Environmental Impact Statement



Potential Range of Alternatives

- The following alternatives will be screened as part of the EIS:
 - No Build/Do-Nothing Alternative
 - Use of Other Existing or Proposed Airports
 - Alternative Modes of Transportation
 - Demand Management Alternatives
 - Air Traffic Control & Aircraft Technologies
 - Airspace Improvements
 - Proposed Project Alternative
 - Alternative Airfield Development at O'Hare
 - Blended Combination of the above Alternatives



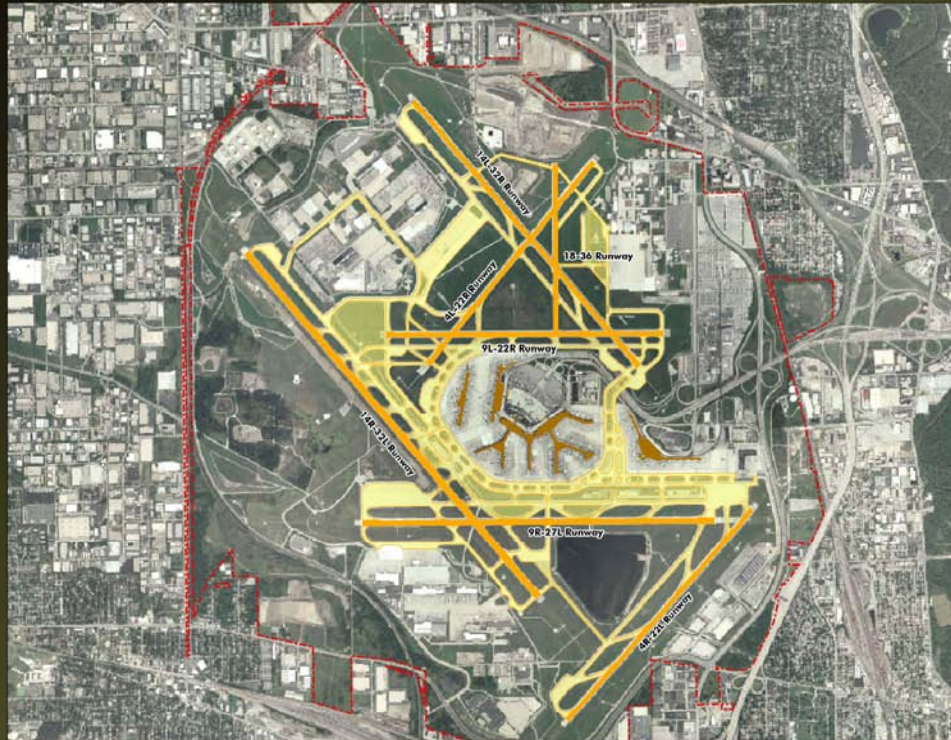
Chicago O'Hare International Airport Environmental Impact Statement

Future EIS Activities

- Identify and Screen Alternatives.
- Potential for Additional Public Outreach Meetings.
- Conduct detailed Environmental Analysis.
- Potential for Additional Public Outreach Meetings.
- Prepare Draft Environmental Impact Statement (Draft EIS).
- Issue and distribute Draft EIS.
- Conduct Public Hearing on Draft EIS & receive public comments.
- Prepare Final EIS after evaluation of comments received.
- Distribute Final EIS.
- Prepare a Record of Decision.



Chicago O'Hare International Airport Environmental Impact Statement

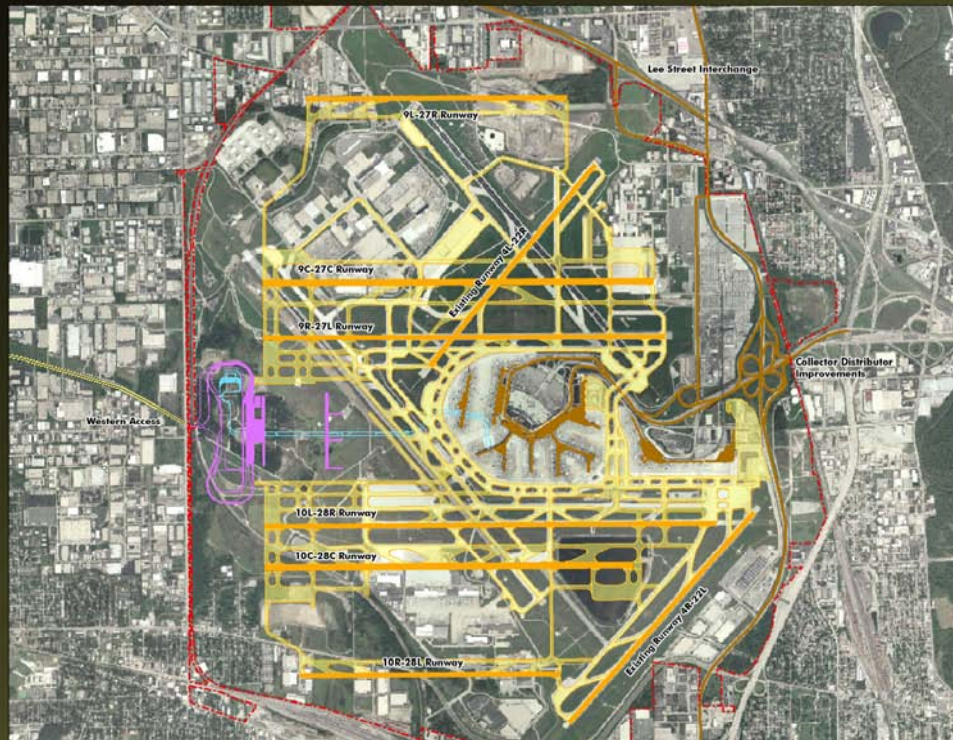


Existing Airport Layout

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Chicago O'Hare International Airport Environmental Impact Statement



City of Chicago's Proposed Future Airport Layout

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Blank Dry Erase Boards Used at Breakout Sessions

O'Hare Modernization - Environmental Impact Statement

Initial Screening Criteria
Purpose and Need # 1. Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare
EXAMPLE - Is delay reduced?
Purpose and Need # 2. Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities
EXAMPLE - Are adequate terminal, gate and apron areas provided?
Purpose and Need # 3. Provide an efficient surface access system for existing and future Airport users
EXAMPLE - Is travel time reduced for users on the west side of O'Hare?

O'Hare Modernization - Environmental Impact Statement

O'Hare Build Alternatives	
Build Alternative A	
Build Alternative B	
Build Alternative C	
Build Alternative D	

O'Hare Modernization - Environmental Impact Statement

Non-O'Hare Alternatives	
No Action	
Required by CEQ	
Other Modes of Transportation	
Other Airports	
Other Technology	
Demand Management	

Photographs of Completed Dry Erase Boards

Group 1

O'Hare Modernization - Environmental Impact Statement

Initial Screening Criteria

1 Purpose and Need # 1. Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare

EXAMPLE - Is delay reduced?

ARE RUNWAYS ~~ADJUSTED~~ ^{RECONFIGURED} TO REDUCE WEATHER DELAY?

IS DELAY \leq FAA ACCEPTED STD?

IS DELAY/PAX (INCLUDING TAXI TIME) MEASURABLY REDUCED?

COST EFFECTIVENESS OF DELAY REDUCTION?

WOULD ALTERNATIVE REDUCE AIRSPACE CONGESTION (SAFETY)?

IS ALTERNATIVE ABLE TO MEET FORT. REGIONAL DEMAND?

2 Purpose and Need # 2. Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities

EXAMPLE - Are adequate terminal, gate and apron areas provided?

IS MOVEMENT OF PAX ~~EFFICIENT~~ MEASURABLY IMPROVED?

HOW FAR INTO THE FUTURE DOES THE ALTERNATIVE GET US?

DOES ALTERNATIVE ENHANCE ABILITY TO SERVE AS A MID-CONTINENT HUB?

3 Purpose and Need # 3. Provide an efficient surface access system for existing and future Airport users

EXAMPLE - Is travel time reduced for users on the west side of O'Hare?

IS MOVEMENT OF PAX MEASURABLY IMPROVED?

ARE OPPORTUNITIES FOR IMPROVED INTERMODAL CONNECTIONS?

IS INTEGRATION W/LOCAL ROADWAY SYSTEM IMPROVED?

WOULD ALT. DECREASE CONGESTION ON LOCAL ROADS?

THROUGH PUT OF CARGO (TIME/VOLUME)

Group 1

O'Hare Modernization - Environmental Impact Statement

Initial Screening Criteria

1

Purpose and Need # 1. Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare

EXAMPLE - Is delay reduced?

ARE RUNWAYS ~~ADJUSTED~~ ^{CONFIGURED} TO REDUCE WEATHER DELAY?

IS DELAY \leq FAA ACCEPTED STD.?

IS DELAY/PAX (INCLUDING TAXI TIME) MEASURABLY REDUCED?

COST EFFECTIVENESS OF DELAY REDUCTION?

WOULD ALTERNATIVE REDUCE AIRSPACE CONGESTION (SAFETY)?

IS ALTERNATIVE ABLE TO MEET FOST. REGIONAL DEMAND?

Purpose and Need # 2. Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities

EXAMPLE - Are adequate terminal, gate and apron areas provided?

IS MOVEMENT OF PAX ~~EFFICIENT~~? MEASURABLY IMPROVED?

HOW FAR INTO THE FUTURE DOES ALTERNATIVE GET US?

34

Group 1

LAY/PAX (INCLUDING TAXI TIME) MEASURABLY REDUCED?

COST EFFECTIVENESS OF DELAY REDUCTION?

WOULD ALTERNATIVE REDUCE AIRSPACE CONGESTION (SAFETY)?

1 IS ALTERNATIVE ABLE TO MEET FOST. REGIONAL DEMAND?

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3 Purpose and Need # 3. Provide an efficient surface access system for existing and future Airport users

EXAMPLE - Is travel time reduced for users on the west side of O'Hare?

IS MOVEMENT OF PAX MEASURABLY IMPROVED?

ARE OPPORTUNITIES FOR IMPROVED INTERMODAL CONNECTIONS?

IS INTEGRATION W/ LOCAL ROADWAY ~~SYSTEM~~ IMPROVED?

WOULD ALT. DECREASE CONGESTION ON LOCAL ROADS?

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Group 1

DOES ALTERNATIVE ENHANCE ABILITY TO SERVE AS A MID-CONTINENT HUB?

Purpose and Need # 3. Provide an efficient surface access system for existing and future Airport users

EXAMPLE - Is travel time reduced for users on the west side of O'Hare?

IS MOVEMENT OF PEAK FAX MEASURABLY IMPROVED?

ARE OPPORTUNITIES FOR IMPROVED INTERMODAL CONNECTIONS?

IS INTEGRATION W/LOCAL ROADWAY SYSTEM IMPROVED?

WOULD ACT. DECREASE CONGESTION ON LOCAL ROADS?

THROUGH PUT OF CARGO (TIME/VOLUME)

Group 2

O'Hare Modernization - Environmental Impact Statement #2

Initial Screening Criteria

Purpose and Need # 1. Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare

EXAMPLE - Is delay reduced? (HOW WILL DELAY BE MEASURED)

will 4 minutes (IATA criteria) be used?

WHAT TYPES OF DELAY SHOULD BE ANALYZED?

AIRSPACE CHANGES RESULTING FROM ALCs?

WHAT IMPACT IS ON DELAYS?

WHAT ARE THE OPERATIONAL PROCEDURES THAT CAN REDUCE IMPACTS ON SURROUNDING COMMUNITIES?

Purpose and Need # 2. Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities

EXAMPLE - Are adequate terminal, gate and apron areas provided?

WHAT ENPLANEMENT LEVELS WILL BE UTILIZED

TO DETERMINE ADEQUATE TERMINAL SPACE?

Does the layout of Ring Road affect the landside area of the plan?

What are the capacity & delay limitations of construction phasing?

Will the FAA establish a level of delay in evaluating this project?

Purpose and Need # 3. Provide an efficient surface access system for existing and future Airport users

EXAMPLE - Is travel time reduced for users on the west side of O'Hare?

HOW IS ENPLANEMENT FACTOR BEING CONSIDERED IN #1

and for SURFACE TRANSPORTATION (112 million ENPLANES)

(Letter) 112,000,000 - Is this being used to determine Surface Trans. Impacts/Facilities?

• Is the Ring Road needed? Where? Will it provide the necessary capacity to meet the plan?

Does this alternative minimize impact of surrounding communities?

Group 2

O'Hare Modernization - Environmental Impact Statement #2

Initial Screening Criteria

Purpose and Need # 1. Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare

EXAMPLE - Is delay reduced? (HOW WILL DELAY BE MEASURED)

Will 4 minutes (FAR criteria) be used?

WHAT TYPES OF DELAY SHOULD BE ANALYZED?

AIRSPACE CHANGES RESULTING FROM AHS?

WHAT IMPACT IS ON DELAYS.

WHAT ARE THE OPERATIONAL PROCEDURES THAT CAN REDUCE IMPACTS ON SURROUNDING COMMUNITIES?

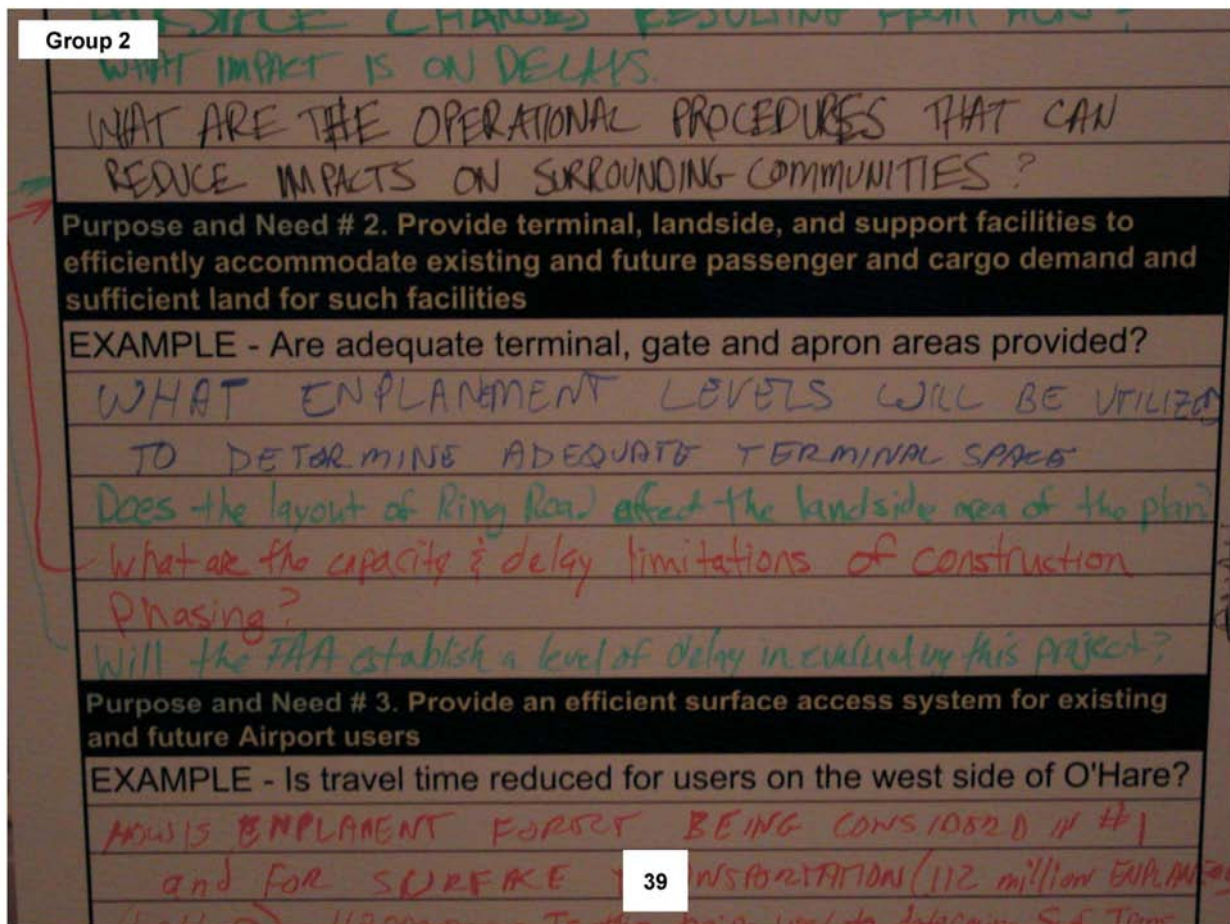
Purpose and Need # 2. Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities

EXAMPLE - Are adequate terminal, gate and apron areas provided?

WHAT ENPLANMENT LEVELS WILL BE UTILIZED

38

Group 2



39

Group 2

DETERMINE ADEQUATE TERMINAL SPACE
Does the layout of Ring Road affect the landside area of the plan?

What are the capacity & delay limitations of construction Phasing?

Will the FAA establish a level of delay in evaluating this project?

Purpose and Need # 3. Provide an efficient surface access system for existing and future Airport users

EXAMPLE - Is travel time reduced for users on the west side of O'Hare?

HOW IS EMPLACEMENT FORSET BEING CONSIDERED IN #1

and FOR SURFACE TRANSPORTATION (112 million EMPLACEMENT)

(Letter) 112,000,000 - Is this being used to determine Surf Trans. Impacts/Facilities?

• Is the Ring Road needed? Where? Will it provide the necessary capacity to meet the plan?

Does this alternative minimize impact of surrounding communities?

Group 3

O'Hare Modernization - Environmental Impact Statement

Initial Screening Criteria

Purpose and Need # 1. Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare

EXAMPLE - Is delay reduced?

Will it reduce overflights of residential land?

Will it increase capacity?

Will it fly over industrial areas?

What is the effect on Jobs (Short + Long Term)? To 15 Commuters to La Region

How effective would Separation of Cargo + Passengers be?

Measure in Noise or flights per hour near our region

Purpose and Need # 2. Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities

EXAMPLE - Are adequate terminal, gate and apron areas provided?

Will it delay start/finish of the plan?

What is the cost/benefit of each alternative?

Will Alternative Change Land use (commercial or residential)

Purpose and Need # 3. Provide an efficient surface access system for existing and future Airport users

EXAMPLE - Is travel time reduced for users on the west side of O'Hare?

Will it require expansion of highway system?

Group 4

GROUP # 4

O'Hare Modernization - Environmental Impact Statement

Initial Screening Criteria

Purpose and Need # 1. Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare

EXAMPLE - Is delay reduced?

IS AIRSPACE CAPACITY SUFFICIENT TO HANDLE
WILL THE PROJECT MEET DESIRABLE DELAY
MINIMUMS?
6-8 MINUTES?
WILL SAFETY ADVERSELY EFFECT DELAY BENEFITS

Purpose and Need # 2. Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities

EXAMPLE - Are adequate terminal, gate and apron areas provided?

Purpose and Need # 3. Provide an efficient surface access system for existing and future Airport users

EXAMPLE - Is travel time reduced for users on the west side of O'Hare?

COULD THE EL LINE BE AN ALTERNATIVE TO WESTERN
ACCESS OR SUPPLEMENT THE WESTERN AND
EASTERN ACCESS

Group 4

O'Hare Modernization - Environmental Impact Statement

Initial Screening Criteria

Purpose and Need # 1. Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare

EXAMPLE - Is delay reduced?

IS AIRSPACE CAPACITY SUFFICIENT TO HANDLE
NEW RUNWAYS

WILL THE PROJECT MEET DESIRABLE DELAY

MINIMUMS?
6-8 MINUTES

WILL SAFETY ADVERSELY EFFECT DELAY BENEFITS

Purpose and Need # 2. Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities

EXAMPLE - Are adequate terminal, gate and apron areas provided?

Group 4

Purpose and Need # 3. Provide an efficient surface access system for existing and future Airport users

EXAMPLE - Is travel time reduced for users on the west side of O'Hare?

COULD THE EL LINE BE AN ALTERNATIVE TO western
ACCESS OR SUPPLEMENT THE WESTERN AND
EASTERN ACCESS

Group 4

GROUP #4

O'Hare Modernization - Environmental Impact Statement

O'Hare Build Alternatives**Build Alternative A**WHAT ARE THE CONSEQUENCES IF
ONLY PART OF THE OMP IS BUILT?**Build Alternative B**MINIMIZE LAND ACQUISITION
FOR RUNWAY DEVELOPMENT**Build Alternative C**MINIMIZE LAND ACQUISITION IMPACTS FOR
TERMINAL ACCESS**Build Alternative D**

45

Group 4

GROUP #

O'Hare Modernization - Environmental Impact Statement

Non-O'Hare Alternatives**No Action**

Required by CEQ

Other Modes of Transportation**Other Airports**

DO OTHER AIRPORTS HAVE THE INFRASTRUCTURE
TO SUPPORT POTENTIAL O'HARE GROWTH

Other Technology

EMPHASIS ON NEW TECHNOLOGY AS IT RELATES
TO QUIETER NOISE EXPOSURE LEVELS

Demand Management

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Docking Charts

Docking Charts

Docking charts are large easel pads of paper. The docking charts were used in the October 17th meeting to record comments made by various participants that could be considered off the subject of alternatives and their respective screening process. Because all comments were welcome and to ensure that the discussion could move along regarding the topic at hand, the docking chart was used to record the participants' comments. Comments were hand written on the charts. The contents of the charts from each group are shown verbatim below.

Group 1

Docking Chart

- Access to Data & Process frustrating
- Purpose & Need – Do not agree with this today cart before the horse
- Not everyone in the group necessarily agrees with the points raised in the group
- Where do the roadways go
- Total cost of the project related to alternatives
- See the entirety of the project to know what is being considered
- You are asking us to accept the P&N as written?
- One of the largest proj. of its kind
- Measure as we go along at 5/10/15 yr. – apply to all screening criteria
- Static not simplistic sophisticated, dynamic & interconnected
- Cost as measured per pass per min. of delay reduc.
- Parks, cemetery, E.J. (2nd screen), clean air
- Consistent costs throughout all documents
- Total costs/to all parties notion
- Benefits/to all parties
- Not going to give every car a test drive – i.e. still at the concept level in screening
- Using broad issues does not help meet the sort of narrow purpose for the mtg.
- Should be a substantial amt! Of data available for the \$ spent thus far by sponsor
- Where did the question such as do we keep O'Hare as the mid continent hub?

Purpose and Need Comments

- Crucial – From this everything else flows
- As currently drafted narrowly focus. On reducing delay & enhancing demands at O'Hare. Does not take into account the region & nation
- For this person – expand the words- increase cap & reduce delay in the region, nationally & at O'Hare
- Is WGP a part of OMP & all the other integration _ & related impacts
- No direct correlation between increasing capacity & reducing delay demand is in this equation
- Something more sophisticated related to enhancing efficiency

Group 2**Docking Chart**

- What is legal basis for action and what is being requested from FAA?
- One of actions requested by city will be for FAA funding support.
- How does proposed process relate to master planning process, NPIAS & Statewide system planning process?
- Forecast has never been noticed for public comment (as basis for action).
- Screening of ACTS as part of master planning process has not been available from public involvement
- The city's proposal does not meet forecast demand
- Does not meet delay STDs
- Why aren't the religious entities invited?
- When can we sit down and discuss issues with FAA
- What is going to be used as a delay Standard – it was suggested that FAA has used 4 minutes
- Answer to be determined
- If not how is proposed action going to be justified
- What other documentation that define delay targets exist – Can we have them?
- Master Planning documents have been withheld from public despite FOIA requests
- What is considered an airspace change? Is it a change based on a runway move?
- Flight path & Procedural changes – what are they?
- Does the MP provide relevant factors for the FAA's decision?
- Impacts of noise impact ground procedures
- Should be full public disclosure of screening CRT. Before moving forward w/screening
- Why is land being acquired in Besonville if planning is still in process?
- What is remaining schedule for completion of both master planning process and the EIS process? (want access to this soon.)
- How will environmental justice be considered in screening – particularly minority relocation
- What is req'd for minimal space to handle difference between (54 & 66) 66& 75 million enplanements?
- Will the bulldozers be used before study is completed
- When is cost & financial feasibility analysis going to be available?
- The perception that the city is not working with the FAA
- What is the acceptable level of bad weather delay?
- Where is the ring road going to be?
- Understanding that a ring road is required to meet project requirements
- Can the FAA provide AIP finding if benefit/cost is not met
- If ring road is on airport property does it conflict w/proposed plan?
- Does alternative minimize impact to surrounding community?
- FAA website is not being updated regularly & includes little correspondence
- How can proposed plan be constructed while remaining in operation?
- Concerns about capacity and delay impacts during this period
- Is FAA going to identify in advance a delay level different than the city?
- Will secondary Land acquisition related to ground transport be considered? Also any socio/economic impacts of such
- When will answers to these questions be available

- Will FAA be considering runway as a means of ensuring noise procedures & fly quiet rules can be followed
- Are levels of delay at ORD acceptable today? If Not, what level is acceptable
- Secondary socioeconomic impacts & cost as it relates to the airlines operating competitively in a low cost env.
- Could FAA segment the plan?
- Benefit/cost – how does it compare to other alts
- Will there be regional need analysis so that less costly alternatives can be considered?
- Was system plan outlined in 1984 Rod ever completed?
- Concern about expenditure of this level without improving delay (need delay standars).

Group 3

Additional Alternatives

- Remove either cargo or passenger operations from O'Hare
- Is it possible to reduce passenger delays through enhancement of cargo activities?
- Schedule flights with consideration given to night/weekend operations
- Is it possible to quantify economic impacts for the alternatives considered?
- Disclose socioeconomic impacts
- Evaluate runway alternatives with respect to noise & overflights

Group 3

Docking Charts

- Disclose land use for surrounding areas
- Disclose impacts to area roadways
- Better communication/cooperation among FAA & Local Communities
 1. Early in process
 2. Give communities some "say" in decision making

Group 4

Docking Chart

- E/W orientation makes sense
- Displacement of homes
- H2O runoff & Quality
- Noise
- Investigate “onsite” water treatment (storm/glycol)
- Safety criteria for all alternatives
- Concerns w/socio-econ issues (Land + Environ, e.g., noise)
- Use existing facilities/ airport to maximum extent

Comments Received
by the FAA
After the Outreach Session

From: Michael.W.MacMullen@faa.gov [mailto:Michael.W.MacMullen@faa.gov]
Sent: Tuesday, November 04, 2003 10:15 AM
To: Philip.Smithmeyer@faa.gov; BJ.Johnson@faa.gov; tom.bennett@faa.gov;
Richard.Kula@faa.gov; lkramer@cmtengr.com; bjacobson@cmtengr.com
Subject: Villages Comments on Screening Criteria

Sandy Murdock's comments regarding matters discussed in the October 17th outreach session.

Mike

----- Forwarded by Michael W MacMullen/AGL/FAA on 11/04/2003 10:12 AM -----

Sandy.Murdock@shaw pittman.com	To: Michael W
MacMullen/AGL/FAA@FAA, Barry	Cooper/AGL/FAA@FAA, Charles
R Prock/AGL/FAA@FAA, Jeri	Alles/AGL/FAA@FAA,
11/03/2003 05:01	JJohnson@bensenville.il.us,
jgeils@bensenville.il.us,	cc: Daphne
PM	Woodward/AWA/FAA@FAA,
Craig_Johnson@shawpittman.com,	Joseph_Karaganis@k-w.com,
gparrin@elkgrove.org	Subject: Villages Comments
Fuller/AWA/FAA@FAA, Woodie	
jd@jda-aviation.com,	
cschellenberg@jda-aviation.com,	
Robert.Cohn@shawpittman.com	
on Screening Criteria	

Pursuant to the letter of invitation dated September 7, 2003 and the procedures orally announced at the October 17, 2003 meeting, here are the comments of the Villages of Elk Grove and Bensenville on the Screening Criteria.

We have attempted to provide some ideas of what the screening criteria should be, but using the analogy that the facilitator relied on to describe the 10/17 exercise, it is hard to comment on the proposal to buy a car when we do not know if we are buying one car or a fleet of cars or one or more trucks or even a car which is reliable or has a lot of volume (carries many passengers). As long as the purpose and need are not defined and virtually no data about the proposal is on the public record ,there is no basis for us to provide meaningful on metrics as to delay, costs, safety, etc.

We urge that, as a matter once the P&N is made final and some data made public, the FAA must reopen this process in order to make the commentary intelligent and meaningful. (See attached file: #1360827 v1 - Comments of Bensenville-Elk Grove on P&N and Screening Alts.doc)

While we have spent time attending the meeting and submitting these comments, there is a sense that this step in the NEPA process is premature.

We also believed that the FAA was going to summarize the input of the participants and give the participants an opportunity to correct any errors or misunderstandings. When will the draft summary be made public?

We continue to be very interested in whatever the next step will be in this proceeding. Please let the undersigned know as soon as possible when/what/where.

In searching the FAA OMP EIS website, we became aware of an October 6 letter from Mr. Cooper to the City of Chicago. When does the FAA expect a response to the letter? Can the FAA, in the future, send the undersigned copies of such letters when they are sent (i.e. made public)? Please send the undersigned a copy of the City's response.

Thank you.

Sandy Murdock
ShawPittmanLLP
202-663-8342 (o)
202-663-8007 (f)
202-262-1052 (c)
202-333-5986 (h)

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(See attached file: #1360827 v1 - Comments of Bensenville-Elk Grove on P&N and Screening Alts.doc)

**Comments of
Bensenville and Elk Grove Village
On Purpose and Need
and Screening Alternatives**

I. Introduction

The purpose of these comments is to address three interrelated subjects: 1) the purpose and need to which the proposed O'Hare Modernization Project (OMP) is addressed; 2) the scope of alternatives analysis necessary to identify and evaluate the alternatives which meet the purpose and need; and 3) objective screening criteria to be used in evaluating proposed alternatives.

Preliminarily, we reiterate our continuing objections to several ongoing actions by the FAA Regional officials and the City of Chicago.

Improper Exclusion of System Planning and Master Planning Framework

First, we do not believe it is proper or legal to continue to exclude from the FAA decisional process the analytical framework embodied in the FAA's System Planning and Master Planning requirements. The FAA's 1984 Record of Decision declared emphatically that any decisions regarding additional airport capacity for O'Hare and/or the Chicago metropolitan area would be made within the framework of a state system plan to be funded by the FAA and attended by appropriate public input and participation. Just such a State System Plan was prepared (after extensive public input) and that System Plan concluded that the existing and future commercial aviation needs of the Chicago metropolitan Region could best be met by a commercial airport system that included Midway, an O'Hare without any changes in its existing runways, and a South Suburban Airport.

Further, the Chicago OMP project is totally inconsistent with the State System Plan developed as an essential element of the 1984 FAA ROD on O'Hare. Moreover, we are unaware of any subsequent State System Plan that calls for a combination of O'Hare, Midway and South Suburban Airport development different than the State System Plan and ask that we be given an opportunity to participate in the development of any new state system plan before any further consideration of the proposed OMP project. The OMP can only be considered within the framework of a state system plan that addresses the aviation needs of the Chicago metropolitan region.

The logical elements of system planning and master planning are necessarily embodied as well in FAA's performance of its statutory duties to develop a national plan (NPIAS) for airport development that insures a "safe, efficient, and integrated system of public-use airports adequate to anticipate and meet the needs of civil aeronautics." 49 U.S.C. §47103. Under the requirements established by FAA for identifying those airport development projects needed to meet the needs for civil aviation in the Chicago metropolitan area (See, e.g., FAA NPIAS Handbook), the OMP project does not fit within a metropolitan program to meet those needs, nor does the OMP project meet the

requirements for inclusion in the approved NPIAS database that are set forth in the FAA order.

Finally, the October 6, 2003 letter from Mr. Barry Cooper of the FAA to the City of Chicago makes clear that the FAA plans on considering some (but apparently not all) components of the FAA Master Planning process in the FAA's decision process on the OMP project. Yet, the FAA has yet to provide an explanation of how it will use or consider the elements of the master planning process as "relevant factors" in reaching its decision on the OMP project. Clearly the state system planning, master planning, and NPIAS formulation requirements are "relevant factors" to be considered and addressed by the FAA in evaluating and deciding upon the OMP project.

Improper Withholding of Access to Data and Documents for Both the Master Planning Activities and the EIS.

As we have repeatedly emphasized, the FAA and the City of Chicago have wrongfully denied our communities access to the data and documents being used or submitted to the FAA relating to both the Master Plan and the EIS process. This withholding of critical data and documents has made a sham of any public participation process since the impacted communities cannot provide meaningful comments on purpose and need, alternatives, or any other aspect of the FAA decisional process without prior access to these data and documents.

Improper and Overly Narrow Draft Purpose and Need Statement

We again state our position that it is not appropriate, or legally justified, to solicit comments on alternatives screening criteria: 1) in the absence of a defined purpose and need, 2) in response to a draft/preliminary purpose and need which, by its own terms, excludes consideration of alternatives off of the ORD land mass, 3) without any of the information relevant to the ALP contained in the non-public Airport Master Plan (AMP); and 4) without examination of the purpose and need in the context of the FAA's System Planning and Master Planning framework as well as the FAA's responsibilities under the NPIAS.

What is the legal basis of the FAA decision and what are the "relevant factors" the FAA uses in making its decision?

At the October 17 FAA meeting, we asked the following questions: What is the specific legal basis for FAA's approval or disapproval authority of the proposed OMP and OMP Airport Layout Plan? Further, what are the "relevant factors" (e.g., the elements of system plans and/or master plans, cost, financial feasibility, ability to meet forecast demand, capacity limitations, criteria for inclusion in FAA AIP and PFC funding approvals, etc.) that the FAA considers in making its decision? For example, will the FAA consider cost-benefit and/or financial feasibility in deciding on whether to approve the ALP? To date we have not received an answer to these questions and these answers are needed in order for us to provide intelligible and meaningful comments on purpose and need, alternatives and alternative screening requirements.

II. Concerns Over Purpose and Need

The FAA has set forth a Preliminary Draft Purpose and Need for the OMP EIS as follows:

1. Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare.
2. Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities.
3. Provide an efficient surface access system for existing and future airport users.

The problem(s) associated with this draft statement of purpose and need are that it fails to reflect the NPIAS, system planning, master planning and AIP/PFC framework for FAA decisions on the elements of a Chicago metropolitan airport system which provides "a safe, efficient, and integrated system of public-use airports adequate to anticipate and meet the needs of civil aeronautics." 49 U.S.C. §47103. See also, *e.g.*, 49 U.S.C. §47104 ("maintain a safe and efficient nationwide system of public-use airports that meets the present and future needs of civil aeronautics"); §47101 ("Coordination in development of airport plans and programs.--Cooperate with State and local officials in developing airport plans and programs that are based on overall transportation needs. The airport plans and programs shall be developed in coordination with other transportation planning and considering comprehensive long-range land-use plans and overall social, economic, environmental, system performance, and energy conservation objectives."); §47106(a)(3) ("enough money is available to pay the project costs that will not be paid by the United States Government under this subchapter").

Consistent with these statutory requirements, the FAA is required to define a metropolitan system of airports which will meet the current and anticipated needs of commercial aviation in the Chicago metropolitan region and to demonstrate how the proposed OMP project (or alternatives to that project) fit within the metropolitan system plan and meet the other statutory and regulatory requirements for FAA project approval and related funding approval.

The purpose and need as currently defined by the FAA does not set any parameters to quantify the requirements for improvements to O'Hare specifically or to set forth the role that an improved O'Hare would have in the regional airport system that would provide "a safe, efficient, and integrated system of public-use airports adequate to anticipate and meet the needs of civil aeronautics" in the Chicago metropolitan area. The purpose and need should outline the specific parameters (*e.g.*, passenger and aircraft activity levels, acceptable levels of delay) that must be met in the region to provide a system of airports to meet the anticipated needs of civil aeronautics in the region and how development at O'Hare (as compared with other alternatives) is needed to meet these quantitative aviation requirements.

This failure to articulate quantitative standards is contrary to published FAA requirements and publications. For example, the current NPIAS report to Congress defines as "congested" an airport with more than 3-5 minutes of annual average delay per aircraft. Further, the NPIAS Handbook defines the capacity of an airport as that level of operations where average annual delay exceeds 4 minutes per operation.

What is the acceptable delay standard for airport planning and design? The OMP project documents say that the OMP project will produce delays greater than 10 minutes per operation – 250% greater than the capacity definition used by the FAA in determining the projects eligible for inclusion in the NPIAS and as great if not greater than historical delays at O'Hare. Is the regional FAA going to articulate a definition of acceptable delay at a major hubbing airport such as O'Hare (where delays create greater disruption than at a point-to-point airport) far greater than the 4 minute standard set forth in the NPIAS Handbook and the NPIAS report to Congress?

Similarly, what are the capacity requirements for the OMP — especially in light of potential regional demand and surface transportation and terminal limitations in the OMP plan? A regional commercial enplanement forecast for the Chicago metro region calls for 2030 demand to reach 112 million enplanements with 75 million enplanements forecast for O'Hare (and up to 25 million more if the SSA is not constructed). Yet according to Chicago, the runway capacity for the OMP is only 66 million enplanements (and even that capacity is grossly overstated if the NPIAS capacity standard of 4 minutes of delay is used). Further, Chicago states that the terminal capacity of the OMP is only 54 million enplanements. If the State/Chicago forecast of 112 million enplanements is correct for surface transportation planning and design, the proposed runways and terminals at O'Hare in the OMP appear to be grossly under-designed and create a serious capacity shortfall for the region— driving jobs and economic development out of the region. Indeed, even using only the 66 million enplanement figure used by Chicago, the runways and terminals appear to have a serious capacity shortfall. This capacity shortfall in turn affects every element of the analysis — including benefit-cost and financial feasibility.

The purpose and need statement should be modified to incorporate specific quantitative standards as to capacity and delay and a technical explanation and justification of the basis for such quantitative standards. Further, these quantitative standards should reflect a planning approach which considers the capacity needs of the region and impact of the availability (or lack thereof) of such airports as Midway and SSA to accommodate the anticipated future growth of regional demand, including the demand that cannot be handled at O'Hare, SSA (if it is not built), or Midway.

This need for quantitative standards is also present in the second and third elements of the FAA's draft purpose and need statement. Chicago and the State (and perhaps the FAA) appear to be using different demand numbers for surface transportation and terminal facilities than are being used for the runway system. Further, the FAA needs to define quantitative standards for terminals, gates, and surface road access elements.

By way of example, the purpose and need statement should be modified to include such objectives as:

1. Meet the forecast demand for the Chicago metropolitan region by including O'Hare in a metropolitan airport system that in combination with Midway and the South Suburban Airport (or other metro area commercial airports) provides sufficient capacity to meet the forecast commercial aviation demand for the region.
2. Meet the forecast demand for O'Hare with sufficient capacity for terminal, surface road access, and runway capacity.
3. Provide sufficient capacity at O'Hare to maintain a level of delay no greater than 4 minutes average annual delay at forecast levels of traffic.

III. Screening Criteria

Once quantitative standards are established in the purpose and need statement, certain preliminary and final screening criteria should be employed to screen out those alternatives that do not meet the quantitative standards. For example, alternatives should meet quantitative standards as to such elements as:

- 1) provide sufficient capacity to meet demand,
- 2) will achieve acceptable levels of delay,
- 3) are financially feasible and affordable,
- 4) have benefits which exceed the costs,
- 5) which will meet FAA requirements under the AIP and PFC programs, and
- 6) which are environmentally and socially acceptable.

Those alternatives that do not meet these criteria should be rejected.

Further, the screening criteria should be applied on the time related elements of the project as well as the overall project. For example, while the long-term forecast demand will not occur for some years into the future, the same is true of all the proposed runways. Therefore, time related analyses should be performed as to each of the screening elements for each time-related phase of the project.

Finally, please note that these comments can only be considered preliminary in nature. Without a definitive purpose and need — developed only after providing the impacted public access to the underlying data and documents — our comments can only be considered a first order of approximation. When the FAA issues a final purpose and need statement and/or provides access to the underlying data and documents, we reserve the right to resubmit our thoughts on screening criteria.

Attached are items of information and data which would provide some of the information that would allow the kind of screening analysis that should be performed.

Operational Capability

1. Safety
 - a) Number of Runway Crossings per day
 - b) Average number of Runway Crossings per operation
 - c) Number of TCAS alerts
 - d) Number of Near Misses
2. Efficiency
 - a) delay data should include Average Taxi Time per operation
 - b) block to block time
3. Complexity
 - a) Estimated additional Air Traffic sectors required
 - b) Controller workload
 - c) Communications workload
4. Flexibility
 - a) Number of Denial of Direct Routing requests
5. Predictability
 - a) Estimated Intervention Required
 - i.) Flow control restrictions
 - ii.) Ground Stops etc
6. Delay
 - a) Total Annual Minutes of Delay
 - i) Chicago O'Hare
 - ii) Peotone
 - iii) All Other Regional Airports
 - iv) Total Regional Airports
 - v) National
 - b) Average Minutes of Delay per Operation
 - i) Chicago O'Hare
 - ii) Peotone
 - iii) All Other Regional Airports
 - iv) Total Regional Airports
 - v) National

Capacity Potential

1. Enplanements
 - a. Chicago O'Hare
 - b. Peotone
 - c. All other Regional Airports
 - d. Total Regional Enplanements
 - e. Hub and non-hub requirements
2. Operations
 - a. Chicago O'Hare
 - b. Peotone
 - c. All other Regional Airports
 - d. Total Regional Operations
3. Terminal and Gate requirements

Ground Access

1. Access to Airport
 - a) Average travel time to and from Airport
 - b) Public Transportation as a percent of Airport Access
 - c) design capacity requirements based on level of passenger load
2. Access to Aircraft
 - a) Operations per gate
 - b) Passengers per gate

Development Costs

1. Development Costs (Including all additional Development; i.e., World Gateway)
 - a) Total Sponsor Cost
 - b) Total FAA Cost (AF/AT)
 - c) Additional User Cost
 - d) Mitigation Costs
 - i) Land Acquisition
 - ii) Avigation Easements
 - iii) Relocation of Residences
 - iv) Relocation of Businesses
 - v) Other project specific mitigation due to environmental impacts

2. Construction Induced Delay Costs
 - a) Total Construction Delay Costs for Life of Development Project
 - b) Total Air Carrier Construction Delay Cost
 - c) Total Passenger Construction Delay Cost
3. Continuing Project Costs (Including Debt Service)
 - a) Total Annual Recurring Cost
 - b) Average Project Cost per Operation
 - c) Average Project Cost per Passenger including delay costs
 - d) Projected Airport Fee per Operation
 - e) Projected Airport Fee per Passenger
 - f) Impact on Air Carrier costs per seat mile
4. Ability to finance all aspects of the project

Environmental Consequences

1. Aircraft Noise
 - a) Cumulative Noise Exposure Population (55, 60, 70 and 75 DNL noise contours)
 - b. Ground Taxi Noise
2. Flora and Fauna and Biotic Communities
3. Air Quality and Ground Surface
4. Change in Land Use & Socioeconomics
 - a) Number of People Displaced
 - b) Number of Businesses Displaced
 - c) Amount of Land Acquisition Required and Category of Land Type
 - d) Listing of Impacts on Specific Land Uses
 - i) Schools
 - ii) Parks
 - iii) Cemeteries
 - iv) Section 4f Lands (Historic/Cultural)
 - v) Low income areas
5. Construction Impacts
6. Cumulative Impacts

11/04/2003 13:57 FAX 847 294 7046

CHI-ADO

001

To: Bruce Jacobsen (VNI) 312/855-2543 (FAX)
 312/855-2540 (voice)

From: MacMullen O'HARE ENVIRONMENTAL IMPACT STATEMENT

FAA Please mail your comments on or before Monday, November 3, 2000 to:

847/294-7822

Federal Aviation Administration
 2300 East Devon, Suite 320
 Des Plaines, Illinois 60018
 Attn: Michael MacMullen

FAA Public Outreach Session - October 17 2003

Name:

BERNARDI

JUDITH

DUNNE

Last

First

MI

Organization (if applicable):

VILLAGE OF NORRIDGE

Address:

4000 N. OLCOTT AVENUE

NORRIDGE

IL

60706-1199

Street Address

Apt.

City/Town

State

Zip

Comments:

There is, first and foremost, the initial concern for safety: It does not seem possible that the proposed spacing of the parallel runways can be safe. Planes that now should be approaching the airport over Agatita Avenue are approaching over Lawrence Avenue. How will two more runways fit to the south?

On a parochial basis, our concerns are twofold: The change in the use of the airspace and its resulting impact on the quality of life for those residents both east and west of the airport.

The Village of Norridge, the area of which is only two square miles, is located due east of the airport. There will be no part of town which will not be directly impacted by the reconfiguration of the airport runways. And, while the City of Chicago can say that these are not "new" runways, whole neighborhoods of people

[continued on back]

11/04/2003 13:58 FAX 847 294 7046

CHI-ADO

002

11/03/2003 13:08

VILLAGE OF NORRIDGE → 918472947046

NO. 698 003

who now experience only intermittent air traffic will have no relief from what is expected to be ever-increasing numbers of flights.

In relation to all of these concerns, we feel that special consideration should be taken of the southernmost runway. The slight adjustment suggested by the Air Traffic Controllers, whose sole focus is safety, should guide the EIS screening process. (The hybrid plan for this runway does not answer our concerns.)

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ATTACHMENT T-7
9/29/2004 FEDERAL REGISTER NOTICE OF
POSTING EIS DATA

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Notice of the Posting of Draft Technical Analyses Data and Other Documentation for the O'Hare Modernization Environmental Impact Statement, Chicago O'Hare International Airport, Chicago, IL

[Federal Register: September 29, 2004 (Volume 69, Number 188)]

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DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Notice of the Posting of Draft Technical Analyses Data and Other Documentation for the O'Hare Modernization Environmental Impact Statement, Chicago O'Hare International Airport, Chicago, IL

AGENCY: Federal Aviation Administration, DOT.
ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) gives notice of the availability of draft Technical Analyses Data and other documentation being used as part of the O'Hare Modernization Environmental Impact Statement (EIS) for Chicago O'Hare International Airport, Chicago, Illinois. In support of the planning and environmental analyses of the O'Hare Modernization EIS, the FAA is using computer simulation modeling. The computer modeling includes Delay and Travel Time Analysis, Noise Analysis, Air Quality Analysis, and Surface Transportation Analysis. As this data becomes available in draft final form, the FAA will post the various components of each analysis such as the assumptions, project files, and supporting material used in the modeling efforts. This information can be found at

<http://www.aql.faa.gov/OMP/EISTechSim/TechSim.htm>. [EXIT disclaimer](#)

This information is being provided to facilitate early involvement of the public in the EIS process. The FAA plans to post over five million pages of data, and other EIS related documentation prior to the release of the Draft EIS. Other EIS related documentation is also available on the following Web sites: <http://www.aql.faa.gov/omp>

[EXIT disclaimer](#) and <http://www.ompeis.net>. [EXIT disclaimer](#)

DATES: Effective Date: July 27, 2004.

<http://www.epa.gov/cgi-bin/epaprintonly.cgi>

12/29/2004

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FOR FURTHER INFORMATION CONTACT: Barry Cooper, Manager, Chicago Area Modernization Program Office, Great Lakes Region, 2300 East Devon Avenue, Des Plaines, IL 60018; Telephone: (847) 294-7369, fax: (847) 294-8157, Internet: cmpeis@faa.gov.

Issued in Des Plaines, Illinois on September 13, 2004.
Barry Cooper,
Manager, Chicago Area Modernization Program Office, Great Lakes Region.
[FR Doc. 04-21866 Filed 9-28-04; 8:45 am]
BILLING CODE 4910-13-M

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12/29/2004

ATTACHMENT T-8

MISCELLANEOUS PUBLIC COMMENT LETTERS

The Draft EIS, published in January 2005, included the following public comment letters which have now been addressed by FAA and placed in **Appendix U, Response to Comments**.

- Draft EIS Page T-202: Edward Sirvoy, Resident – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.10** beginning on page U.10-1.
- Draft EIS Page T-204: Timothy Taylor, Resident – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.10** beginning on page U.10-11.
- Draft EIS Page T-205: Stan Malinowski, Resident – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.10** beginning on page U.10-12.
- Draft EIS Page T-206: Anonymous – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.10** beginning on page U.10-3.
- Draft EIS Page T-207: Leah Howard (Tucker) – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.10** beginning on page U.10-29.
- Draft EIS Page T-208: Martyl Langedorf, Resident – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.10** beginning on page U.10-32.
- Draft EIS Page T-209: Michael Thomka, Resident – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.10** beginning on page U.10-33.

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ATTACHMENT T-9

CORRESPONDENCE FROM SHAW PITTMAN, LLP

The Draft EIS, published in January 2005, included the following comment letters which have now been addressed by FAA and placed in **Appendix U, Response to Comments**.

- Draft EIS Page T-216: Letter dated 11/26/2002 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-1.
- Draft EIS Page T-219: Letter dated 12/27/2002 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-5.
- Draft EIS Page T-234: Letter dated 03/04/2003 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-8.
- Draft EIS Page T-235: Compilation of Public Comments dated 04/21/2003 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-12.
- Draft EIS Page T-257: Letter dated 06/12/2003 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-48.
- Draft EIS Page T-262: Letter dated 06/27/2003 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-55.
- Draft EIS Page T-295: Letter dated 07/15/2003 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-80.
- Draft EIS Page T-297: Letter dated 12/05/2003 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-106.
- Draft EIS Page T-300: Letter dated 01/16/2004 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-110.

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ATTACHMENT T-10

CORRESPONDENCE FROM KARAGANIS, WHITE & MAGEL, LTD.

The Draft EIS, published in January 2005, included the following comment letters which have now been addressed by FAA and placed in **Appendix U, Response to Comments**.

- Draft EIS Page T-310: Letter dated 04/21/2003 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-35.
- Draft EIS Page T-327: Letter dated 01/16/2004 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-113.
- Draft EIS Page T-336: Letter dated 05/04/2004 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-174.
- Draft EIS Page T-343: Letter dated 07/22/2004 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-197.

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ATTACHMENT T-11

JOINT CORRESPONDENCE FROM SHAW PITTMAN, LLP & KARAGANIS, WHITE & MAGEL, LTD.

The Draft EIS, published in January 2005, included the following comment letters which have now been addressed by FAA and placed in **Appendix U, Response to Comments**.

- Draft EIS Page T-366: Letter dated 08/23/2004 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-214.
- Draft EIS Page T-402: Letter dated 09/08/2004 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-251.

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ATTACHMENT T-12

CORRESPONDENCE FROM SUBURBAN O'HARE COMMISSION (SOC), ALLIANCE OF RESIDENTS CONCERNING O'HARE (ARECO), AND OTHER ORGANIZATIONS

The Draft EIS, published in January 2005, included the following comment letters which have now been addressed by FAA and placed in **Appendix U, Response to Comments**.

- Draft EIS Page T-418: Letter from Joseph Del Balzo, 06/13/2003 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-51.
- Draft EIS Page T-422: Letter from the Illinois Pilots Association, 12/13/2003 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-109.
- Draft EIS Page T-423: Letter from SOC, 01/16/2004 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-155.
- Draft EIS Page T-425: Letter from JDA Associates, 01/16/2004 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-122.
- Draft EIS Page T-458: Letter from Senator Peter Fitzgerald and Representative Henry Hyde, 02/11/2004 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.2** beginning on page U.2-1.
- Draft EIS Page T-461: Letter from AReCO with attached AHA Scientific Statement, 07/06/2004 – This document has been removed from this appendix, responded to by FAA, and placed in **Appendix U, Section U.4** beginning on page U.4-183.
- Draft EIS Page T-481: The O'Hare Modernization Plan (OMP): A Flawed Concept with Adverse Consequences for Chicago and the National Air Transportation System, Undated – This document has been removed from this appendix and has been placed in the document record.

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